

MASON'S
O. K.
SAUCE
THE COLD MEAT
SPECIALITY.

Hongkong Daily Press.

ESTABLISHED 1857.

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S. O. S. SIGNAL
is sent out by a ship in distress,
it is useless unless the message
is received by an expert wireless
operator. And so it is with
YOUR KIDS. SIGNAL THEIR DISTRESS.
Don't let them drown. You are
unable to read the signal unless
you go to an expert operator.
Get advice from
N. CAZANUS
NATHAN CAZANUS
10, QUEEN'S ROAD, HONGKONG.

No. 19,389. 號玖百三千九萬一第 日八初月四年申庚 HONGKONG, TUESDAY, MAY 25th, 1920. 二拜禮 號五廿月五年九國民華中 PRICE: \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 90 lbs. net.
SHEWAN TOMES & CO.,
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NOTICE

Owing to the constant rise in
first costs and the fall in exchange
we are obliged to reduce our dis-
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cent.

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MACGREGOR & CO.
LIMITED.

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SPORTING CARTRIDGES.
12, 16 and 20 bore. Loaded
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which gives universal satisfaction.
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Photographic Goods of Every Description
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PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 8.30 " " 10 "
8.30 " to 11.00 " " 15 "
11.30 " to 12.30 p.m. " 15 "
12.30 p.m. to 2.30 " " 10 "
2.30 " to 5.00 " " 15 "
5.00 " to 8.00 " " 10 "

NIGHT CARS
8.50 p.m. to 9.00 p.m.
9.30 p.m. to 11.50 p.m. Every 30 minutes
11.45 p.m.

SATURDAY
Extra Car—12.00 Midnight.

SUNDAY

7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 15 "
1.00 p.m. to 5.30 " " 15 "
5.30 " to 8.00 " " 15 "
8.00 " to 8.30 " " 10 "
8.30 " to 8.00 " " 10 "

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, but already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order representing
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express
CANTON (Tai Sha Tan) dep.	7.30	8.00	8.30	11.07	11.37	12.07	2.30	3.00	3.30
SHAN CHUN dep.	7.37	8.07	8.37	11.14	11.44	12.14	2.37	3.07	3.37
Shum Chun dep.	7.44	8.14	8.44	11.21	11.51	12.21	2.44	3.14	3.44
Shinghai dep.	7.51	8.21	8.51	11.28	11.58	12.28	2.51	3.21	3.51
Taipei Market dep.	7.58	8.28	8.58	11.35	12.05	12.35	2.58	3.28	3.58
Taipei dep.	8.05	8.35	9.05	11.42	12.12	12.42	3.05	3.35	4.05
Shum Chun dep.	8.12	8.42	9.12	11.49	12.19	12.49	3.12	3.42	4.12
Shinghai dep.	8.19	8.49	9.19	11.56	12.26	12.56	3.19	3.49	4.19
SHAN CHUN dep.	8.26	8.56	9.26	12.03	12.33	13.03	3.26	3.56	4.26
CANTON (Tai Sha Tan) dep.	8.33	9.03	9.33	12.10	12.40	13.10	3.33	4.03	4.33

UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express
SHAN CHUN dep.	7.30	8.00	8.30	10.15	10.45	11.15	2.30	3.00	3.30
Shum Chun dep.	7.37	8.07	8.37	10.22	10.52	11.22	2.37	3.07	3.37
Shinghai dep.	7.44	8.14	8.44	10.29	10.59	11.29	2.44	3.14	3.44
Taipei Market dep.	7.51	8.21	8.51	10.36	11.06	11.36	2.51	3.21	3.51
Taipei dep.	7.58	8.28	8.58	10.43	11.13	11.43	2.58	3.28	3.58
Shum Chun dep.	8.05	8.35	9.05	10.50	11.20	11.50	3.05	3.35	4.05
Shinghai dep.	8.12	8.42	9.12	10.57	11.27	11.57	3.12	3.42	4.12
SHAN CHUN dep.	8.19	8.49	9.19	11.04	11.34	12.04	3.19	3.49	4.19
CANTON (Tai Sha Tan) dep.	8.26	8.56	9.26	11.11	11.41	12.11	3.26	3.56	4.26

* Will stop at Taipei and Shinghai for First-Class Passengers on Notice
being given to the guard.

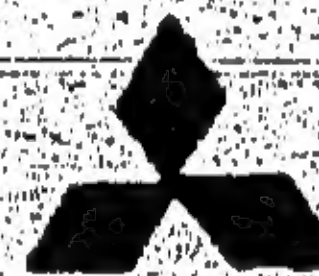
NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Fooling dep. 8.50 12.00 2.20 6.00
Shantauok dep. 9.45 12.55 3.15 6.55
Fooling arr. 8.50 12.00 2.20 6.00
Shantauok arr. 9.45 12.55 3.15 6.55

H. P. WINSLOW, Manager.



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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
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Parson's Steam Turbines and Turbo-Alternators, etc. etc.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 810 feet ... 850 feet ... 714 feet
Width of Entrance on bottom ... 77 " ... 83 " ... 84 "
Water on Blocks at Spring Tide ... 83 " ... 84 " ... 84 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS

No. 1 No. 2 No. 3
Lifting Power ... 7,700 tons ... 13,000 tons ... 16,000 tons
Max. Length of Ship taken ... 480 feet ... 560 feet ... 470 feet
Max. Breadth of Ship taken ... 58 " ... 68 " ... 56 "
Max. Draft of Ship taken ... 21 " ... 26 " ... 20 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimoda)

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

GRAVING DOCK

Length on Keel ... 393 feet 0 inch
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water or Blocks at Spring Tide ... 56 " 0 "
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

NOTICES TO CONSIGNEES

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

SS. "PORTHOS"

CONSIGNEES of Cargo from MARSEILLE
are hereby notified that their goods with the
exception of Opium, Treasure and Valuables are
being landed, and stored at their risk, into the
barracks and on extra hazardous Godowns of
the Hongkong Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Underwriter, Goods remaining undelivered after
the 26th May, at Noon, will be subject to rent
and landing charges.

All claims must be sent in to me on or before
the 26th May, on they will not be recognized.
All damaged packages will be examined by
Messrs. Goddard & Douglas, on Wednesday,
the 26th May, at 10 A.M.

No Fire Insurance has been effected.

B. BODENFUSER,
Acting Agent.

Hongkong, May 25th, 1920.

STREUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & SEATTLE.

THE Steamship

"WEST HUMBOLDT"

having arrived from San Francisco via ports
on 15th inst., 1920, Consignees are hereby
notified that their Cargo is being landed at
their risk into the Hazardous and/or Extra-
Hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, and stored at Consignees' risk.

Consignees of cargo per "WEST HUMBOLDT"
from Seattle are hereby notified that their
Cargo was transhipped at Yokohama to the
"WEST HUMBOLDT".

Consignees of Cargo must produce an
Import Permit signed by the Superintendent
of Imports & Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damaged Cargo is to
be left in the Godowns where it will be
examined at 11 A.M. on May 31st, 1920,
by the Company's Surveyors, Messrs. Cam-
mell & Clark.

All Claims must be presented within
thirty days of the steamer's arrival here,
after which they cannot be recognized. No
Claims will be recognized after the Goods
have left the Godowns and Cargo undelivered
on and after May 31st, 1920, will be
subject to rent.

Consignees are requested to send in their
Bills of Lading for countersignature im-
mediately.

STREUTHERS & DIXON, INC.

Agents

1st Floor, Powell's Building,

15, Des Vaux Road, Central,

Hongkong, May 23rd, 1920.

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A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

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BALTIC

PACIFIC

MEDITERRANEAN

ABOVE AND BELOW WATER

LINE.

C. E. WARREN & Co., Ltd.

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Established 1858.

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FOR the use of all Men of the Mercantile
Marine and H. M. Navy

Reading and Writing Rooms, Billiard
Room, Officers' Room, C.P.O.'s Room,
Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories
Motor Launch "Dayspring."

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G. MOUSSON,

15, MORRISON HILL ROAD.

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Received new shipments

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HARES,

etc., etc.

from Australia

KIPPERS, FINNAN HADDOCKS,

PILLET HADDOCKS

direct from the Scottish Fisheries

PICNIC CHEESE

Prepared by us and put in neat glass jars
at 30 cents per jar.

THE DAIRY FARM & ICE COLD

STORAGE CO., LTD.

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WE HAVE

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unused

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Single, Sets, Packets, Bags,

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GBACA & CO.,

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CHINA, JAPAN, STRAITS SETTLE

MENTS, INDU-CHINA, PHILIPPINES

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for 1920

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ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1919. With Index. Price \$1.50.

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CO. LTD.

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TELEPHONE ON EACH FLOOR.

HOTEL LAYERS MEETS ALL STRAITS

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Manager.

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THE

PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage

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FIRST SALE IN 40 YEARS!

AN OPPORTUNITY NOT TO BE MISSED.

GENUINE REDUCTIONS IN PIANOS, MUSICAL INSTRUMENTS AND MUSIC AT A LITTLE OVER COST.

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Sleep in Comfort!



SHORT SLEEVES: KNEE LENGTH
SLEEPING SUITS.

You'll like the feel of these soft absorbent
sleeping suits, and the comfort ensured by
the full easy-fitting cut of the garments.

THREE QUALITIES. \$3.75, \$4.75 and \$5.50 per suit.

MACKINTOSH

Men's Wear Specialists,
16, DES VIGUE ROAD, Telephone 28.

It was indeed a happy hap
when we hap to hit on the

"Happy Hit"

for this cigarette is recognised as the
"IT" of discriminating smokers, and it
certainly hit the mark wherever

BURLEY'S HAPPY HIT

is smoked to-day.

Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO. LTD.

Tel. 151.

Hotel Mansions.

HEALTH V. SICKNESS.

BY taking our "ROOSTER BRAND" MACARONI, PASTA, STABBS, EGG, NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 49, Cross Street Central, Tel. No. 2220.
BRANCH OFFICE: Shanghai, Nos. 430 and 431, Nanjing Road.
FACTORIES: Hongkong, Wishing Street, Causeway Bay, and Shanghai, No. 71, North Easlow Road.

WORLD'S NEW SHIPS.

NEARLY 8,000,000 TONS BUILDING

Quarterly returns compiled by Lloyd's Register of Shipping show that there were building in the United Kingdom at the end of March 888 merchant steamers, of 3,391,000 tons. This amount shows an increase of 400,000 tons as compared with the figures for the end of December, and of 1,400,000 tons as compared with the amount building at the end of March last year.

The largest increase has taken place on the Clyde, where there are now 1,178,692 tons under construction.

The total tonnage "commenced" during the quarter amounts to 708,031 tons, represented by 203 vessels, and it includes many large ships. There are now building 210 ships of 6,000 tons and upwards, as compared with 173 at the end of December. The vessels of 10,000 tons and upwards amount to 62.

The output of tonnage shows, however, a slight decrease as compared with that for the previous quarter. In the past quarter 123 vessels, of 451,250 tons, were launched, as compared with 117 vessels, of 451,915 tons, in the quarter ended December 31st.

Building abroad at the end of March were 4,547,000 tons, a figure which shows a decrease of about 350,000 tons as compared with that at the end of December. This decrease is due to the decline in construction in the United States, which shows a decrease of 363,000 tons on the figures for the end of the year. There are now building in the United States 533 vessels, of 2,273,000 tons. Construction in Italy amounts to 355,000 tons, and represents an increase of 41,000 tons. The figures include those for Trieste, which represent more than 113,000 tons. Figures for Holland show an increase of 38,000 tons at 360,000 tons, and those for France an increase of 21,000 tons at 210,000 tons.

COMPARED WITH SIX YEARS AGO.—The number of vessels building throughout the world at the end of March was 2,203, and the tonnage was 7,441,000. These figures show an increase of 17 in the number of vessels and of 81,000 tons.

It may be recalled that at the end of March, 1914, there were building in the United Kingdom 1,381,000 tons, and abroad 1,432,000 tons, making a total of 2,813,000 tons. Of this amount 2,001,000 tons were being built under the supervision of Lloyd's Register of Shipping. To-day there are building under the supervision of the Register in the United Kingdom 2,619,000 tons and abroad 2,317,000 tons, making a total of 4,936,000 tons.

As compared with the figures of six years ago the total construction in the United Kingdom has thus increased by 1,559,000 tons, while the tonnage building abroad has increased by 3,095,000 tons. The total tonnage building under the supervision of Lloyd's Register has increased by nearly 180 per cent.

THE DERBY COURSE.

IMPROVEMENTS AT EPSOM.

Several improvements have been made on the racecourse at Epsom, which, it will be recalled, was in a disgraceful condition last year when the Derby was run for the first time since 1914, says the Times.

The historic Tattenham Corner has been made less sharp. It is still a dangerous corner, as it must always remain. No altering of the course can make it any thing but a nightmare to all jockeys. How any horse can come round such a corner at full pace is, and always will be, a mystery to any scientist or pedestrian. A new start has been made for the six furlong races, and no much should not now depend on the draw, for success over this distance.

More important, however, than these minor alterations is the condition of the actual course itself. Last summer, the turf was covered with holes and bumps, which were dangerous to most pedestrians and all horses. The turf this year is very much more level, and no holes or bumps can be found on it anywhere. The turf is thick, and the state of the going, even after the recent rains, was yesterday not at all heavy. The grass is, however, growing very rapidly, and unless great care is taken the course may not be nearly as good on Derby Day as it is at present, (wrote the Times at the end of April).

More reforms needed. There is still nothing to prevent the crowds from Tattenham Corner Station walking down the straight to the stands, and no way exists for the crowd, motor, and horse vehicles to reach the inside of the course except by crossing the course. All these things will ruin the going this week. It is to be hoped that spectators will not be allowed to walk down the course in their thousands as they have done in past years.

The stands have been painted, which does not, however, increase the accommodation, and there will be just as little room as there was last year for those who use these stands. The Paddock is still a "Sabbath day's" journey from the stands, there is no shade when the race is on, and it is so large that horses are apt to be lost in its vastness.

In spite of all these things, which in time may or may not be altered, it must be admitted that the new managers have done something to improve the deplorable state of affairs which existed last year.

There were recently obvious signs of the fact that a very important and popular meeting is about to take place—the Spring Meeting, in which the City and Suburban and Great Metropolitan races are the most important events. The canvas covers on the smaller stands are already in position, the refreshment tents are arising on all sides, and all the pipes, leading caravans, their weary horses, racing and grazing on the corner of their more fortunate brothers' triumphs, their "gipsies" wives, their "multitudinous" dirty children, and all that is their kind, and of some one else's, have arrived ready to tell your fortune or pick your pockets. Epsom will be the same as ever, unsatisfactory from a racing point of view and thoroughly enjoyable as a "day out."

A TRIPLE ALLIANCE.

BELGIUM, FRANCE, AND ENGLAND.

M. Hyman, the Belgian Foreign Minister, made an important speech recently at Brussels, in which he welcomed the decision of Belgium to participate in the occupation of Frankfurt, and added:

You will rejoice with me that the recent incidents have been disposed of and that we are able to contribute anew to the maintenance of this indispensable Entente, this solidarity against which all attempts to violate or to avoid carrying out the Treaty of Peace will shatter themselves and which can defy any fresh acts of aggression. What is to be the foreign policy of Belgium in the future? This policy is dictated by her geographical position. She has weak frontiers. Indeed she is the vulnerable point of Europe. Times without number she has lain in the route of invasions. Her independence, her strength, her prosperity, are in a sense the pivot of Europe's equilibrium. Her liberty and her integrity are essential to the security of France and England and it may be said that the three nations have common interests. It is by agreements with England and France, our neighbours, that we can assure the common security and the general peace.

M. Hyman announced that the Dutch-Belgian Treaty would soon be signed—a statement that was greeted with murmurs for public opinion is almost unanimously hostile to this treaty. "I believe," he went on, "that I am putting forward the best interests of the country and echoing the feelings of Belgium when I say that her international relations should rest on this double foundation of friendship with France and with loyal and glorious England, who took up arms on the day when the violation of Belgian neutrality was consummated."

SECURITY CONDEMNED.

JUDGE AND THE HEARING OF CASES IN CAMERA.

Mr. Justice Darling, at the close of a trial at the Old Bailey, severely criticised the trying of incest cases in camera. When the charge was called on for hearing, everyone not connected with the case was directed by the Court officials to leave the courtroom during the trial. The Incest Act, 1908, requiring the proceedings to be in camera. His Lordship remarked that he considered it was time, in the public interest, that such secret trials should be abolished. His Lordship thought it a great disadvantage that the public should not know that trials took place for incest, who were the accused, and what sentences were passed if they were found guilty.

As such trials took place in secret, by order of the Court, the facts did not get to the public. "I am certain," continued the Judge, "that incest would be much less frequent if people knew that since 1908 it has been a crime, punishable in the ordinary Criminal Courts of the country, and if the law that Parliament had indicated that people who were found guilty of incest are liable to be sent to penal servitude for seven years. I have had a good deal of experience of trying cases of this kind on circuit and in this Court, and I am convinced that it is time, in the public interest, that such secret trials should be abolished. I have just tried four people, brother and sisters, for incest. As it was in secret, I shall not give their names or state what punishments I inflicted. They were, of course, within the sentence punishments indicated by Parliament. What I have mentioned does not trench on the secrecy of the trial, but I thought it my duty to say it, because I am fully persuaded that these cases should be tried as ordinary sexual cases are tried. There are no details in them of a more revolting character than in the other cases; in fact, in nearly all incest cases the woman consents, and therefore, there are not the horrible instances of violence, and so on, frequently given publicly in evidence in other cases, and made known to everybody throughout the country, to the breadth of the land. Whether I am justified in saying what I have, I shall leave the public to judge, but I thought it my duty to mention it, because I believe the present system is unjust to ignorant people, who are often unacquainted with the mere fact that a law has been passed recently under which they can be severely punished for what was, hitherto, not a criminal offence, nor triable in the King's Courts.

FRENCH ARMY SERVICE.

A bill for the reorganisation of the French army will, according to the Echo de Paris, come before Parliament in June. A well-informed personage has in the meantime, told a representative of that newspaper that it is proposed to fix the length of service at eighteen months, which would give about 360,000 men with the colours. As, however, for some years to come France will be obliged to have double that number at her disposal owing to the obligations imposed on her in seeing to the execution of various treaties of peace, special attractions in the way of pay will, it is said, be put before the men to induce them to engage for a long term of service. At the same time, special attention will have to be paid to the recruiting of natives. Hitherto French soldiers have been obliged to wear only a moustache. This regulation has now been modified, and they will henceforth be allowed to wear beard and whiskers as well, or be clean-shaven, at their pleasure.

Professor Paul Fryderyk, of Gbent University, has died at the age of 70. During the war he was deported to Germany for having refused to collaborate in transforming the University of Gbent into a Flemish university.

JAPAN'S BID FOR SUPREMACY.

SHODDY GOODS AND BAD METHODS.

[By F. A. MCKENZIE.]

Japan has increased her foreign trade threefold since the outbreak of the great war. She has abundant and well-disciplined labour, gladly accepting about one-tenth the rate asked by the English workers. Her textiles and silk goods sell from Lancashire to the heart of Brazil. Her shipping lines are taking the place in world trade once held by Germany.

Her great weak area is that many of the Japanese goods are slight, trumpery, and unreliable. The world took them when it could buy no better, but the world is already returning to its old products.

The experienced East India merchant laughs at Japanese competition. "They will never do anything really big," he tells you. "They are conservative hogs and want to grab everything for themselves. You cannot trust them. Permanent business cannot be built up without trust. Their expansion is a mere flash in the pan."

The old-timer is partly right in his facts, but wholly wrong in his conclusions. The Japanese conduct business according to a standard of their own, which is not altogether our standard. But their methods are improving, and every year we feel their competition more. This is the more remarkable because of the tremendous handicaps they have imposed on themselves.

The great Japanese industrial organisations work hand-and-glove with the Government. Co-operation between politicians and traders, to the mutual interests of both, is carried in Japan at least as far as in any country in the world. The Mikado's Government, when it became firmly established, recognised that foreign trade was essential for world greatness, and so it started to foster it. High protection, heavy subsidies, and liberal orders to infant industries were inaugurated. Picked young men were sent at Government expense to manufacturing centres all over the world, particularly to England and Bradford, Thames-side and Glasgow. They noted everything. A certain amount of machinery was imported. In some cases the machine was enough. The Japanese took it to pieces, and made it their model to build others.

CHILD LABOUR.

A factory system was introduced without factory laws. Child labour and girl labour were driven to the maximum. Young women from the country came under contract to the great mills that sprang up around Osaka. They were herded in compounds, paid about two pence a day and their food, housed somewhere in the roughest sheds, and worked twelve hours a day. The factories ran the whole twenty-four hours round, seven days a week, on two twelve-hour shifts.

There was a happy land where there were no strikes, no unions, no organised labour troubles. It was an industrial paradise—for the employers. A few people did try to introduce Socialistic doctrines among the workers; they were arrested in a hurry, convicted of plotting against the Emperor, and executed.

The factories grew to a hundred thousand workers, half a million workers, seven hundred thousand workers. Eventually factory laws had to be passed.

TO REPLACE GERMANY?

At the same time the Japanese began to make sure of exclusive markets outside their own country. They were hampered by European and American diplomatic superstitions about the maintenance of the "open door" in the Far East. Now the Russian, stupid fellow in his attempt to monopolise the Far East, bragged a lot about how he was going to have everything for himself, while actually his advance helped our trade. The Japanese tried another plan. They solemnly promised that the door should be open, then they shut it, declaring that their meaning of "open door" was different from our meaning of the same words.

Europe, after a time, gradually awakened to the fact that Japan was building her own ships in place of buying them from us; that she was selling to our own customers; that she was making machinery not only for herself, but for her rivals; and that the output at the Osaka mills was underselling Lancashire in Lancashire itself.

Then came the war. The world was now forced to go mainly to two countries for its supplies, America and Japan.

Had Japan been five years further forward she might then have made her position secure over half the world. But the opportunity came before she was really prepared to meet it. She turned out goods as an emergency supply—South America, Australia, India, and the islands of the Pacific had to rely on her, but the Japanese killed their trade in many lines in Europe and America for a generation ahead by shoddy production.

There was great improvement in quality, however, even during the war. Many of the Japanese goods which reached England in 1919 were far superior to those that came in 1915. The Japanese are shrewd enough to learn, as Germany learned that "cheap and nasty" is not enough.

We are only at the beginning of Japanese commercial competition. It will replace German in many markets.—Daily Express.

COLOMBO BANK RATE.

Much interest has been aroused in Colombo since the opening of the local branch of the Eastern Bank by reason of the fact that the new bank has quoted buying and selling rates which have not always been the same as those of the other exchange banks. Formerly, says the Times of Ceylon of May 4th, the different exchange banks having branches in Ceylon quoted uniform buying and selling rates, but the departure on the part of the new bank has altered this, the understanding which had hitherto existed having been by mutual consent brought to an end. The present position is that the Colombo Exchange Banks are now all quoting independently and the brokers are busy in consequence finding out where the bank which is quoting the best rate for the day is to be obtained.

MERCANTILE BANK OF INDIA.

RECORD OF A MOMENTOUS YEAR.

The twenty-seventh annual general meeting was held at Winchester House, Old Broad Street, April 30th. Mr. J. Black, Esq., the chairman, presiding, and in moving the adoption of the report, said:

The year 1919 was a very momentous one for the world in general, and much has happened in that part of it we are particularly interested in, which, to many of us who have spent a good portion of our lives in India, and have its interest much at heart, gives cause for serious thought and, perhaps, some apprehension. The change which is of more immediate interest to us is the disappearance of the old relationship between the rupee and silver, and in its stead the establishment of a rupee on a gold basis, the effectiveness of which, however, owing to other predominant factors, has still to be achieved. No doubt it will be accomplished in time, when normality is resumed, and exchange will ebb and flow, but with a trend generally speaking towards the gold level, as these disturbing factors gradually adjust themselves. The position has been just the reverse of what it was for a considerable period during the war. Then banks could not buy exchange without selling; now their power of selling is in a great measure governed by the supply of merchants' bill against exports, as the adjustment of trade balances by shipping gold is not yet feasible. I fear the question of the level fixed upon for the rupee will always be more or less controversial. Banking and commerce are sounder under a more or less stable rupee. The outlook all round continues obscure and uncertain, but the real picture for our troubles to work and increased production and economy.

(Hear, hear.) I very much doubt the wisdom of a levy on capital. The more the wealth of the country is increased, the less crushing will be the burden of debt, but if enterprise is to be starved and hampered by want of means, the longer the road to sound and healthy liquidation. The accounts we have now before us very clearly indicate that we have been able to take our full share in the large increase in the financial requirements of the East. Our gross profits for the year amounted to £489,125, as against £291,333 the previous year. We are pleased to be able to recommend a repetition of the previous year's dividend, and, in addition, a bonus of 2 per cent, and after meeting all demands there will be left a sum to carry forward to 1920 of £26,430, or £10,636 more than brought in. I cannot close without paying a high tribute to our general manager and all members of the staff for the excellence of their work; if it were not for that, I would not be able to lay before you so satisfactory a statement of your affairs.

The report and statement of accounts were approved and adopted, and the dividend authorised.

A hearty vote of thanks to the chairman, directors, and staff was passed unanimously.

At an extraordinary general meeting a resolution was passed increasing the authorised capital to £2,000,000 by the creation of 300,000 new shares of £5 each, to be called "C" shares. It was the intention of the directors to make an issue as soon as possible of 50,000 shares, offering shareholders one share for every share now held, at 25 fully-paid, plus 25 premium.

TRAINING ATELIER FOR ARCHITECTS.

THE NEW CONDITIONS OF ENTRY.

The several architectural ateliers in London are about to be federated, and the conditions of entry, scheme of organization, and system of education standardized, so that while each atelier will retain its independence and separate existence under the direction of its Patron, it will be one of a group affiliated with the Royal Academy. The following are the conditions of entry:

Admission will be by examination only, to include design, drawing, modelling, mathematics, archaeology, and oral examination. In the first instance the Patrons' Committee will nominate a certain percentage of present students to be admitted without examination. Those wishing to have their application considered must apply in writing to the Hon. Secretary, Architectural Ateliers' Committee, 34, Bedford-square, W.C.1.

Candidates qualifying by examination (including those specially exempted by the Patrons' Committee) will be admitted to full membership, be able to participate in all competitions, etc., have the advantage of the assistance of the Patron and Sous-Patron, and be admitted free to the Architectural Association and University College life classes. Other students may be admitted contingent on their passing the full membership examination. They may use the atelier, but will not be entitled to claim the assistance of the Patron or Sous-Patron, and will not be eligible to have their work submitted for competition.

The maximum number of students in each atelier will be 30. There will be a students' Committee for each atelier, who will appoint their own monitors, librarian, and hon. secretary, and will be responsible to the controlling committee for the proper conduct of the atelier under the direction of the Patron and Sous-Patron.

Bi-monthly exhibitions and criticisms will be held, and a yearly exhibition of prize drawings, which latter will become the property of the Royal Academy Ateliers. The jury will consist of two members of the Royal Academy, Sir Benjamin Blomfield, B.A., and Mr. C. Gilbert Scott, A.R.A., and the Patrons of the various ateliers, belonging to the Royal Academy group, Messrs. A. J. Davis, Patron of the First Atelier; Professor Richardson, Patron of the University College; and Mr. R. Atkinson, Patron of the Architectural Association Atelier.

**HIG HAUL OF AMMUNITION.
CHINESE CHARGED WITH
SMUGGLING.**

A Chinese was charged at the Magistrate's Court, yesterday, with being in unlawful possession of one Winchester rifle, two revolvers and 1,341 rounds of ammunition.

Mr. Leo d'Almeida appeared for the defence and applied for a remand, which was granted, bail being fixed at \$1,000.

Another Chinese was fined \$50 for attempting to take away 200 rounds of ammunition without a permit. He was arrested on the steamship *On Lee*.

**CHINESE CONSTABLES IN
TROUBLE.****ALLEGED ACCEPTANCE OF
BRIBES.**

Two Chinese constables were charged at the Magistrate's Court, yesterday, with accepting bribes amounting to \$5.40 from licensed hawkers.

Mr. M. K. Lo appeared for the defence and applied for bail, which was granted at \$100 each.

A number of hawkers, who had been arrested by the men, were discharged.

**RECKLESS DRIVING OF A
MEAT VAN.****COLLISION NARROWLY AVERTED.**

A Chinese driver of a meat van was charged at the Magistrate's Court, yesterday, with recklessly driving his van in Des Voeux Road West.

Inspector Garrod stated that there were two meat vans which raced along the road. One driver, noticing the constables on duty, managed to turn his van into Western Street and escape. Defendant, however, continued further down the road and when he noticed the constable left his van and ran away. The van ultimately fell into a drain from where it was removed to the station. These men were continually giving the Police trouble.

Mr. Hutchison fined defendant \$10.

MAGISTRACY ITEMS.

A sum of \$31.90 in subsidiary coins was confiscated by the Magistrate, yesterday, from two Chinese who attempted to smuggle the same.

"These gamblers are being financed by an influential syndicate," said Sergeant Dorrington, yesterday, when charging a number of men at the Magistrate's Court, yesterday, with gambling. A special place had been erected and watchers were employed to look out for constables. The men were fined \$3 each.

SPEEDING UP THE MAILS.

With regard to this accelerated mail service to Bombay, and the connection between Madras and Negapatnam and Penang maintained by the B.I. Company, says the *Pinang Gazette*, we hear there is no reason to fear that there will be any delay between Negapatnam and Penang. The sailing will be arranged by the B.I. to fit in with the arrival of the mails in India. The B.I. does not adhere to a time-table on this particular run, but always arranges, as far as possible, to meet the mails promptly. If a mail is late the B.I. ship will wait for it, if there is time. The steamers should only do four trips a month, but they achieve five. It is satisfactory to know that Straits people (and people further East) may thus count on receiving the full benefit of the "speeding up" to Bombay.

**JAPAN AND VLADIVOSTOK.
AMERICAN INTELLIGENCE
OFFICER'S VIEWS.**

Col. David P. Barrow, President of the University of California, and formerly an intelligence officer in the U.S. Forces in Siberia, recently addressed a group of North-west commercial men at the Seattle Chamber of Commerce on conditions in Siberia. The Japanese occupation of Vladivostok, he said, has great political importance. When Col. Barrow left Siberia approximately 92,000 Japanese soldiers were in that region. The importance of Vladivostok as a submarine base was discussed. "There is undoubtedly a feeling among Japanese," he said, "that Vladivostok should be a free port, and they want the fortifications removed. They are also anxious for exclusive fishing concessions off the Siberian coast, where they have the bulk of the concessions. There is a feeling among well-informed men that Japan will make an effort to hold the section around Vladivostok, or will at least seek preferential power in Eastern Siberia, Manchuria and Mongolia, and will attempt to secure exclusive right to exploit the mines and resources of that portion of Siberia. If the United States will insist on the open door Japanese will be reasonable. If we do not become so despatched as to say 'Let us compromise'."

**OUTRAGE AT TIENTSIN
STATION.****PISTOLS POINTED AT RAILWAY
STAFF.****CHINESE OFFICER'S CONDUCT.**

The *Peking and Tientsin Times* gives the following account of the outrage at Tientsin which our Peking Correspondent last week cabled had formed the subject of a strong protest by the British Minister.

A Chinese military party, with a Colonel of high standing at its head, conducted themselves in an amazing manner at the Tientsin (East) Railway Station on Saturday afternoon. This is the story of their conduct:—Colonel Ching, was the foremost of a Chinese party of militarists, resplendent in their uniform and surrounded by a bodyguard (who proved to be soldier-rascals of the worst class), waiting at the East Station at about 4.40 in the afternoon for the mail train. Five minutes later, at the scheduled time, the train drew up at the platform, and these impatient officers began to give the staff on the platform a good deal of unnecessary trouble about a special car which they required and accommodation for their baggage. Being high Chinese army officers, they naturally would not travel in the ordinary way, but wanted a car all to themselves. As a matter of fact, a special car had been arranged for them, but they were not satisfied with what the staff were doing for them and lost their tempers over trivial matters which if they had been left to the platform officials to attend to in the ordinary course of their duties would have been satisfactorily managed. The staff and the head men, all Chinese, have always been known for their efficiency in dealing with traffic on all occasions and to carry out their duties, relative to the arrangement of baggage and the general convenience of passengers, in a thoroughly satisfactory manner. Mr. Chang, the chief station master, who was recently appointed to this post from Peking, since he has been officiating at the East Station has won high respect from the travelling public, and it is incomprehensible why he should have been suddenly pounced on by the bodyguard of these Chinese militarists and assaulted in the manner he was.

Provoked in no way whatever, two Chinese soldiers of the body guard of the Chinese Colonel, assaulted Mr. Chang whilst he was in the act of conducting passengers to their seats. The officers were moved in no way by the brutal conduct of their guards and did not raise a finger to stop the assault on the chief station master. The guards then made themselves objectionable to the whole staff and the Traffic Inspector, a foreigner, had to be called on the scene. On the latter's arrival the assault of the two soldiers who had assaulted Mr. Chang was immediately demanded but this order was useless for the Chinese police, who are supposed to patrol the platforms and maintain general order, were powerless when confronted by the military. Eventually, one of the police ventured inside the car to see the Colonel, who, on his appearance, sprang up and pointed a pistol at the police. To all appearances, he seemed to be in the act of firing, when his military friends caught hold of his elbow and held him back. Directly after this two soldiers jumped out and presented revolvers at the staff, who were forced to seek cover. After this the train moved out of the station.

This incident caused great excitement at the Tientsin East Station and some considerable time elapsed before the Chinese staff could be appeased. As it is, they are exceedingly indignant at the way their respected chief was handled and they themselves were treated by this "Prussian" party. This is by no means the first incident of its kind. Not many weeks ago by without something of a similar character, if not so serious as Saturday's affair, happening. It is sincerely to be hoped that some steps will be taken to provide adequate protection for the staff at the Tientsin East Station, who at present seem to be at the mercy of violent and undisciplined soldiers who are really gangs of rascals.

**FILMS FOR ORIENTAL
COUNTRIES.**

The question of what films should be passed for exhibition in Oriental countries is raised by Mr. Ferdinand Töchy in the *Daily Mail*. It will be obvious, says a London paper, that films which may be shown in England, and though in themselves perhaps not of a very edifying character, may point a moral; but such a film may be wholly inappropriate to be shown east of Suez. Mr. Töchy says he witnessed a show in Baghdad in 1917, where a drunken Britisher was shown knocking out his wife. Three-quarters of the audience consisted of Arabs, and such a film should not have been shown in such a locality. "Everywhere you go it is the same—Indians, Arabs, Chinese gazing over the, for them, wonderful things; the unveiling of the white woman, of the otherwise enthroned Mohammed, in all her intimate passion (exaggerated), and weakness (exaggerated), and in the customary deplorable setting (exaggerated)."

**SCOTTISH LETTER.
SCOTLAND UNDER THE HAMMER.**

[FROM OUR OWN CORRESPONDENT.]

April 14th.
Never has there been more activity in the estate market than during the last few months. Landed estates have been changing hands at an unprecedented rate, and it is estimated that since the signing of the Armistice the total acreage sold is one-sixth of the area of Scotland. There was a period during last summer when the weekly sales of estates averaged 120,000 acres, and at one time no fewer than 370 square miles were advertised for sale. High prices have been realised in most instances, and a rough estimate of the total sum involved in these transactions cannot fall far short of £10,000,000. Many reasons are given for this extraordinary activity in the estate market. Chief of these are the present heavy taxation on heritable property, dread of future legislation, the development of the smallholders' and tenant farmers' movement (including the settlement on the land of ex-service men), and the prevailing ready and favourable market for land and houses. So far as sporting estates are concerned, many people who formerly were in the habit of renting grouse moors are now ensuring continuation of these properties by buying them outright.

Among the many notable features of these sales, perhaps the most interesting is the large number of estates which have been broken up into small lots and acquired by the tenant farmers. Outstanding instances of this are afforded by two Aberdeenshire estates. On the Haddo House property no less than £250,000 worth of farms, and on Falsified all the tenants, with the exception of eleven, purchased their holdings. Several opportunities have been given for the purchase of complete islands, notably the Island of Shun, off Argyllshire, and the Island of Gigha, off the Kintyre coast. The Scottish Board of Agriculture has purchased a number of Highland estates. Their object is to enlarge existing holdings.

THE I.L.P. AT GLASGOW.
At Easter time the I.L.P. held the biggest conference in its history. It was distinctly unfortunate that at this crisis of industrial after-the-war unrest it should have met at Glasgow, where the Reds are all too prominent even in the quietest seasons. It is satisfactory to know, however, from responsible Labour quarters that the Conference did not represent any serious political force. The delegates were largely young men and women with the crudest notions of politics or economics, and in the main inspired by the belief that the people of this country had only to follow Lenin and Trotsky to find salvation. Most of the men were conscientious objectors, during the war, although they were ready to wade through blood to wreck the capitalist.

And taken as a whole they were as fine a selection of impossible people as could possibly be imagined. They included advocates of such irreconcilable ideals as the Soviet, Republicanism, Communism, Social Ownership, the Guild system, and the Dictatorship of the Proletariat. There was no reference for the old leaders of the Cause or Causes. Mr. Ramsay MacDonald and Mr. Philip Snowden found their advice either flatly contradicted or turned to ridicule by a group of the young and therefore superior brains of the party. The curious fact about the proceedings of the Conference was that the advocates of the different systems often loudly applauded schemes which were destructive of their own views. And the outstanding feature was the utter lack of humour, everybody taking everything, themselves included of course, with the most perfect seriousness.

SOME time ago it was suggested that the two London Burns Clubs—the one headed by Mr. W. Will, and the other by Mr. J. D. Cormack, both Aberdeenshire men—should amalgamate, and it is hoped that a definite proposal may be made at the next meeting of the respective Executives. The societies are among the most progressive of the Scottish organisations in the Metropolis, have large memberships, and ample finances. A combination would mean a membership of at least 750. The London Robert Burns Club would bring into the union many English admirers of the poet, and some Irishmen and Welshmen. The Burns Club, on the other hand, is a purely Scottish body. The only other Burns Club of any prominence in London is that of the National Liberal Club.

WITH the launch of the steamer *Albatross* by Scott's Shipbuilding and Engineering Company at Greenock at the end of this week, 33,000 tons will have been added to the Cunard fleet in less than a month. The *Albatross* is the second of twelve post-war Cunarders, the first being the *Scythia*. The *Albatross* will carry some 600 first-class cabin passengers and have considerable cargo space. She will burn oil fuel and be propelled by double reduction geared turbines at a sea-speed of 14 knots. It is expected that ten other Cunard steamers now under construction will all be launched in the course of the present year, reinforcing the fleet to the extent of over 200,000 tons.

PERSONALIA.

"Boyd Cable," who has been dealing with Government trading, was engaged during the war as Major Ewart—his real name—doing strenuous propaganda work in connection with the Air Force and the production of munitions. He had a roving commission in France, and was able on his return to this country to tell his audiences of war workers what was being done at the front. He is known to have addressed five meetings a day for a fortnight on end.

Although born in India, "Boyd Cable" is of Banffshire stock, and claims to be one of the "loons." He has been a teamster and amateur tramp in Australia, a farm worker in New Zealand, a sailor on a wind-jammer, and a fireman and greaser on steamships. He served as scout in the South African War and joined up on the outbreak of the Great War in 1914.

Lady Semphill, who has declined a C.B.E., did a great deal of valuable work in connection with the Red Cross in Aberdeen and the North of Scotland. A modest and unassuming woman, she feels that honours should go to the men who faced the perils of the battlefield rather than to those who were engaged in war work at home.

Her husband, Lord Semphill, raised the 5th Black Watch, and led that battalion into action at Loos, where he was severely wounded. In his early life he served in the Gordon Highlanders, and fought with the Lovat Scouts in South Africa.

Captain David Euan Wallace, of the 5th Life Guards, whose engagement to Miss Barbara Lettys is announced, obtained a divorce last year from his wife, Lady Idina, who married Captain Charles Gordon a few weeks later.

A son of Mr. John Wallace, of Glasgow, Dunblane, Captain Wallace is very wealthy, having inherited extensive estates from his great-uncle, Mr. William Weir, a nephew of the brothers Baird, the Clyde ironmasters. The bride-elect is the eldest of the four daughters of Sir Edward Lettys, the famous architect, who has just returned from India.

The late Lieut.-Col. George Everard Hope, M.C., Grenadier Guards, of Luffness Castle, East Lothian and Bankhead and Craighall, Fifeshire, the well-known oarsman and sculler at Oxford and Henley, has left £49,312.

PROSPEROUS GOLF.

Professional golfers are the princes of sportsmen nowadays. In four of the many tournaments arranged this year, £2,000 of prize-money is offered. I recollect the day when a £5 note would have brought together the leading exponents, and time was when the Championship was only £15. A "first-class" day.

I borrow the following from a colleague, "B.C."—it is altogether too fine an incident to be missed. It will be remembered that the *Volant* passed through almost scorching heat on the day of the Battle of Jutland. The visibility was bad, and rendered worse by the cordite fumes which filled the air. The *Volant's* rangefinders, in order to keep the lenses clear, a first-class boy named Keen sat all alone on the roof of the *Volant's* turret, fully exposed to the enemy's shell. There he sat undaunted with all the hail of bullets about him. No one till now has ever mentioned his deed or his name in print. He was only a boy, and was just doing his duty. But boy's hearts like young Keen's are worth more to Britain than battleships and 15-inch guns.

MARRIAGES.

At Grand Hotel, Aberdeen, on the 9th April, George Mackay, Dalgaty, of the Hongkong and Shanghai Banking Corporation, second son of Mr. and Mrs. Alexander Dalgaty, Forfar, to Isabel Catherine, second daughter of the late Thomas Mackintosh, and of Mrs. Mackintosh, Ashlea, Ardersier, Inverness.

At St. Mary Abbots, Kensington, Major Olive Bowman, M.C., Bursar of Wellington College, to Erica Violet, younger daughter of Colonel R. Wardlaw Ramsay, of Whitehill, Mid-Lothian. The bride is a cousin of Lord Dudley Gordon and Lady Penland.

At All Souls, Langham Place, London, Vivian, elder daughter of Major and Mrs. Passmore Edwards, to William James Somerville, late R.F.A. only son of Mr. James Somerville, of Edinburgh. The bride is the granddaughter of Mr. John Passmore Edwards, who endowed many public libraries and philanthropic institutions; and the bridegroom is a well-known Scottish Rugby footballer.

**HEROIC RESCUE OF TWO
AIRMEN.**

The story of the heroic rescue of two British airmen in Russia is told in a *Gazette* announcement of the award of the D.S.O. to Flight Lieut. Walter F. Anderson (pilot), and Observer Officer John Mitchell.

Near Cherni Yar (Volga), on July 30th last, these officers were pilot and observer respectively on a D.H. 9 machine, which descended to an altitude of 1,000 feet to take photographs of the enemy's position. A second machine which followed as escort was disabled by machine-gun fire and forced to land five miles behind the enemy's foremost troops. Parties of hostile cavalry which attempted to capture the pilot and observer of the crashed machine were kept off by the observer's Lewis gun while the pilot burnt the machine. Anderson, notwithstanding that his petrol tank had been pierced by a bullet, landed alongside the wrecked aeroplane, picked up the pilot and observer, and got safely home. The risk involved in attempting this gallant rescue was very great, as had any mishap occurred in landing, the fate of all four officers could only be conjectured. The difficult circumstances of the rescue will be fully appreciated when it is mentioned that Mitchell had to mount the port plane to stop the holes in the petrol tank with his thumbs for a period of 30 minutes, flying on their return journey. Flying Officer William Elliott, pilot of the crashed machine, is awarded a bar to his D.F.O.

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NOTICE TO CONSIGNEES.

S.S. "LAKE FAULK" VOY 2-HOME.
FROM CALCUTTA via RANGOON,
PENANG and SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on May 25th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 25th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.
Hongkong, May 2nd, 1920. 968

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and STRAITS.

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"CAEMARTHENSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th May, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 29th May, 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No fire insurance will be effected by us in any way whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 2nd May, 1920. 967

HONGKONG JOCKEY CLUB.

"LARGE SUBSCRIPTION GRIFFINS
FOR SEASON 1920/1921."

LISTS for intending Subscribers to the above are now posted at the Racecourse, The Hongkong Jockey Club Offices and The Hongkong Club.

Should the number of Ponies Subscribed for reach a total of thirty or more the stewards will adequately provide for the same in next year's Programme. It is proposed to arrange that the Ponies arrive in Hongkong during the month of October.

In order to make the Racing as open as possible no subscriber shall be permitted to take a financial interest in more than two of these Ponies the cost of which will probably not exceed \$300 landed in Hongkong.

By Order,
G. W. GEGG,
Acting Clerk of the Course.
Hongkong, May 24th, 1920. 960

KULANGSU MUNICIPAL COUNCIL

AMOI, CHINA.

SECRETARY.

THE KULANGSU MUNICIPAL COUNCIL of AMOI is prepared to receive applications for the position of SECRETARY.

The candidate must have a knowledge of Book-keeping, and a knowledge of Police work would be a recommendation.

Applications are to be by letter addressed to the Chairman of the Council, from whom particulars of the conditions of service can be obtained, and should give full details of the applicant's qualifications for the position.

Applicants should enclose copies of any references or testimonials they wish to submit for the consideration of the Council.

The appointment is to be made, and the duties undertaken, as immediately as possible.

By Order,
H. J. MORSE,
Chairman.
Kulangsu, Amoy, 24th April, 1920. 961

PALACE HOTEL, KOWLOON

Corner of Haiphong & Hankow Road & Tel. 244-251 Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Quaint under personal supervision of the Proprietor.

RAB AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to—
H. O'BERRY,
Proprietor.

INTIMATIONS

NOTICE.

WE have this day authorized Mr. FREDERICK CHARLES HALL to sign Insurance policies as Manager of our Insurance Department.
JARDINE, MATHESON & Co., Ltd.
Hongkong, May 24th, 1920. 963

G. R.
MOTOR CAR AND CYCLE NUMBER
PLATES.

IT is notified for the information of the public that Motor Car embossed Number Plates nos. 301-500 and Motor Cycle Number Plates nos. 201-300 can be obtained on application at the Licensing Office, Central Police Station. The price is \$1.00 per plate.

P. P. J. WOODHOUSE,
Captain Superintendent of Police.
Hongkong, 20th May, 1920. 947

THE CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY
YEARLY MEETING OF SHARE-
HOLDERS will be held at the Office of the
underigned on TUESDAY, MAY 25th, 1920,
at 11.30 A.M.

THE TRANSFER BOOKS and REGISTER
OF MEMBERS of the Company will be
CLOSED from the 11th May to the 25th
May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, May 24th, 1920. 959

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the
ANNUAL ORDINARY GENERAL
MEETING OF SHAREHOLDERS of the
above Company will be held at the How-
son's Hotel, Hongkong on SATURDAY,
the 29th day of May, 1920, at 11.30 A.M.
for the purpose of receiving the Report of the
Directors together with a Statement of
Accounts for the year ending 30th April,
1920.

The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 25th day
of May, to MONDAY, the 31st day of May,
1920, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 18th, 1920. 956

WANTED.

POSITION by an ENERGETIC MAN
thoroughly experienced in every depart-
ment of Banking Work, also knowledge of
Book-keeping, Accounts, Typing, Highest
references.
Apply—Box 961,
Care of "Daily Press" Office.
961

WANTED.

ONE CLERK well-qualified with
banking business especially exchange
book-keeping. Also one TYPIST speaking
both French and English if possible. Chinese
preferred.
Apply to—
HASQUE INDUSTRIELLE DE CHINE,
Shamoen (Canton) stating previous experi-
ence and salary required. 944

TO BE LET.

CHEUNG CHOW—FURNISHED
HOUSE, Three Large Rooms, close to
both Bathing Beaches, to let for 6 months.
Servants, if desired. Immediate possession.
Write—
Care of "Daily Press" Office. 954

TO LET.

EDGEHILL, No. 10, PRIZE, Furnished, for
10 months from June 1st.
Apply to—
LINDSEY & DAVIS,
Alexandra Buildings. 962

TO LET.

ROOMS in QUEEN'S ROAD CENTRAL
suitable for Offices.
Apply to—
XYZ,
Care of "Daily Press" Office. 946

TO LET.

SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings. 965

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SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings. 965

TO LET FURNISHED.

VA HOUSE, May Road.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
1888

A. G. DA ROCHA.

IN THE AUCTIONEER

INTIMATION

BATHING

CAPS.

A large and very

fine assortment.

Many really

pretty designs.

A. S. WATSON & CO.,

LIMITED.

HONGKONG DISPENSARY.

Hongkong Office: 104, DES VOEUX RD., C.
LONDON Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 25TH 1920.

INDUSTRIAL DEVELOPMENT
IN INDIA.

THERE has been, for a hundred years, a
stream of trade flowing between India
and Canton, and Hongkong. The
enterprise of the Governments of India
concerning trade problems throughout
that period, has been in great contrast
to the apathy of the various Governments
of China. Perhaps the best example of
the results of the two opposing attitudes
of mind is to be found in connection with
the tea industry. About seventy years ago
the Government of India decided that it
might be possible to create a new industry
in that country by cultivating tea planta-
tions on the slopes of the Himalayas.

The problem was tackled in a manner
which reflected the greatest credit upon
those concerned. A certain Mr. ROBERT
FORTUNE, who was a remarkable man, was
at work as indoor superintendent at the
Horticultural Gardens at Chiswick. He
was an expert botanist, but he was also
an individual possessing much energy and
determination. He accepted the invitation
to visit China in order to study the tea
problem. Naturally he came to Hong-
kong, but the bulk of his time was spent
in the interior of China, studying the
methods employed in connection with the
tea industry. We obtain glimpses of the
lonely wanderings of this explorer and
searcher after knowledge in the pages of
various books which he has left us. There
is something romantic, something almost
heroic, in the life he led in China, al-
though Fortune himself would have
never claimed that he was doing anything
but his duty. But the Taping rebellion
and other political troubles created
difficulties in addition to those caused by
the fact that he was the first white man
to go to many of the places which he
visited. But, in the end, he succeeded.

He not only sent some thousands of tea
plants to India, but he actually persuaded
some of the more skilled Chinese from the
tea plantations to go as well. Thus, about

seventy years ago, was born the tea
industry of India. Before those first
packages of tea plants from China
reached the Himalayas, tea was unknown
as a product of India. China supplied
the world's demands. By careful atten-
tion to the scientific aspects of tea-plant
cultivation, India has become an enormous
exporter of tea. The Chinese have been
hopelessly beaten in the competition which
has arisen, although nobody who knows
anything at all about the subject doubts
that, even now, if only modern and
scientific methods of tea production were
employed in China, the trade could be
greatly increased.

These reflections were created by a
statement which was recently made by the
Senior Trade Commissioner in India and
Ceylon, Mr. T. M. ARNOLD, who was
himself for some years engaged in China
investigating trade conditions. He has
called attention to the creation of new
industries in India. In a few years there
will probably be at least four large
manufacturers of iron and steel in that
country. There is the already famous
Tata Company, which commenced produc-
ing steel in 1913. There are also the
Bengal Iron and Steel Company and
Messrs. Bird & Company. A mountain
range of iron ore has been discovered in
Singbhum, Orissa. The technical details
of the discovery appear to satisfy experts,
one of whom has remarked upon the
subject as follows:—"If the results of
future development work confirm the
present ideas as to the magnitude of this
discovery, it is claimed that India may
be regarded as provided with reserves of
high grade iron ore commensurate with as
large an expansion of her iron and steel
trade as may be justified by the
requirements not only of India, but of
surrounding Eastern markets." In other
words we may reasonably expect to see
steel made in India imported to Hong-
kong. It remains to be seen whether this
will reduce the cost of local shipbuilding,
but it is obvious that it may have a very
profound effect upon that industry.

There is, of course, the problem of a
supply of coal for smelting purposes, in
addition to that of the iron ore, but it is
noticeable that the output of collieries in
Bengal and Bihar has increased rapidly
since the commencement of the war. There
can no longer be any doubt that India
is already manufacturing under modern
conditions. It is not only steel, but
textiles, hardware, glass, cement and
similar products that are claiming the
attention of people in India financially
interested. The industries in Asia are to
be encouraged and we should like to see
more chance of success for them in China.

The world today needs increased pro-
duction and the only way to ensure it is
by the proper and economical utilisation
of the raw materials scattered all over the
earth. The two things most essential for
a reduction of the present high level of
prices all over the world are good
government and an increase of scientific
knowledge. China needs both badly. We
must continue to hope that the time will
come when the Chinese will realise the
great opportunities which lie before
them, if only they will set their own
house in order. It is because of these
two factors, good government and the
application of scientific knowledge, that
India is so prosperous.

A Chinese was seriously hurt in
Robinson Road on Sunday as a result of
being knocked down by a motor-car.

Dr. J. W. Jamieson, C.M.G., H.B.M.'s
Consul-General at Canton, is leaving for
Rome by the *Traiana*. Mr. H. Goffe,
C.M.G., H.B.M.'s Consul-General at
Yunnan, is coming to Canton.

Only two of the numerous vessels in
harbour yesterday were observed to be
dressed in honour of Empire Day—
the Douglas ship and one belonging to the
Indo-China S.N. Co.

A correspondent of a Penang paper
suggests that if the authorities are either
unable or unwilling to extend the hotel
accommodation in the Colony, they might
do worse than institute some control
of charges. Some passengers by the
Nellor, who stayed ashore one night in
Penang, found themselves mulcted in the
tiny little sum of \$30 apiece for the privi-
lege of occupying a room in one of the
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There are persistent rumours that there
is likely to be, at some date in the near
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recent victory of the engineers, fitters,
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FALL IN PRICES:**EFFECT OF AMERICAN BANKERS' EFFORTS:**
ECHO IN BRITISH ISLES.**PERSIAN PROTEST:****AGAINST BOLSHEVİK AGGRESSION:**
BOMBARDMENT OF ENZELI.**HUNGARIAN SUBMISSION:**
TO ALLIED PEACE TERMS.**LATEST CABLES.**
(THROUGH ROUTE'S AGENCY.)**SLUMP IN FOOD PRICES.****ECHO OF NEW YORK'S MOVE IN**
BRITISH ISLES.

LONDON, May 21st.

There are indications of the slump in food prices extending to Great Britain. Slights falls have already been recorded in bacon, butter, tinned fish, meats, fruits, cheaper parts of mutton of 5d in 51. Tea, likewise, is down, but the public has been warned not to expect a slump. Cotton dropped 10d. in 21st at Liverpool.

BUYERS CROWDING NEW YORK
SHOPS.

New York, May 21st.

Price-cutting movements have started a wave of astonishing buying. Shops making the deepest cuts are crowded with buyers. Price-cutting in food is anticipated when foodstuffs stored for speculative purposes are forced into the market.

MOVEMENT SPREADING IN
AMERICA.

New York, May 21st.

The movement in the reduction of prices is spreading. In Chicago corn and pork suffered extreme breaks, and there were heavy sellings in sugar futures which broke a cent per lb. in a day. Cotton broke 3.8 and 5 points.

COTTON PRICES FALLING.

LONDON, May 21st.

There was a renewed fall in cotton, particularly in the Egyptian variety, at Liverpool. The market closed steady.

AMERICA'S TRADE.**LARGE DROP IN EXPORTS.**

WASHINGTON, May 22nd.

The Department of Commerce reports that the exports in April of \$684,000,000 wheat and oats based on the minimum showed a drop of \$30,000,000, as compared with March exports, and the exports during the past ten months of \$6,734,000,000 showed a drop of \$133,000,000.

The imports in April totalled \$496,000,000, and during the last ten months \$4,284,000,000.

FIGHTING FREIGHT
BLOCKADE.**AMERICA'S BOLD REMEDY.**

WASHINGTON, May 21st.

With a view to ending the freight blockade, the Commerce Commission has instructed all the railroads to forward traffic regardless of previous routings, and has abrogated all railroad rules governing car service.

LOAN FOR RAILROAD.

WASHINGTON, May 21st.

The Inter-State Commission has approved a loan of \$125,000,000 from the Government revolving fund of \$300,000,000 to enable the railroads to purchase equipment.

AMERICA AND PEACE.**SENATE ADOPTS RESOLUTION.**

WASHINGTON, May 21st.

The House of Representatives has adopted the Senate resolution, declaring the state of war with Germany and Austria ended, which now goes before President Wilson who is expected to veto it.

ARMENIAN FRONTIERS.**PRESIDENT WILSON AS**
ARBITRATOR.

PARIS, May 22nd.

The Council of Ambassadors has noted a communication from the United States Government in which President Wilson accepts the San Remo invitation to arbitrate in the delimitation of the Armenian frontiers.

NEW RENTS RESTRICTION
BILL.**NO MORE PREMIUMS ALLOWED.**

LONDON, May 22nd.

The rights of both landlords and tenants are recognised in the new Rents Restriction Bill which has been issued. It shows that landlords are permitted to increase the rent 15 per cent, and may recover extra sums specially paid as increased rates. The tenant may appeal to a County Court to suspend the increase of rent, if the house is not maintained in reasonably repair. A month's notice is stipulated before increases are operative. Interest on mortgages is limited to 5 per cent.

The previous protection given to tenants is continued, but landlords, who gave up occupation to join the forces, may resume occupation. Premiums in any form on tenancy are forbidden on a penalty, not exceeding a fine of £100; and money so paid since March 25th is recoverable. Lessors of unfurnished houses are not permitted to charge over 25 per cent. increase on the normal profit similarly obtainable at the outbreak of war. Overcharges will be recoverable under a penalty. The Bill will operate for three years, and applies to houses in London of the rateable value of £100, in Scotland of £80, and elsewhere of £70 annually.

TWO NEW BILLS:**DEALING WITH LAND POLICY AND**
COAL PRODUCTION.

LONDON, May 21st.

The Agricultural Bill introduced in the House of Commons by Sir A. Griffith-Boscawen embodies a new land policy for the Government. Generally speaking, the Bill seeks to give security to the farmer by guaranteeing the prices for wheat and oats based on the minimum prices for the standard year 1919, namely, wheat at 88s. per quarter of 504, pounds with March exports, and the exports of 33s during the past ten months of 46s. per quarter of 33s. These prices are to be increased or decreased with the cost of production.

The labourer is given security by the establishment of an Agricultural Wages Board, while the State has the right to insist on cultivation or to vary the cultivation in national interest. The farmer also obtains additional security of tenure.

COAL PRODUCTION BILL.

The new Coal Production Bill is also published. It establishes a Mines Department under the Board of Trade with an Advisory Committee of twenty-four, composed equally of owners of minerals, lessors of minerals, mine-workers and users of minerals, including scientific experts. The Bill also sets up "a sanctioning authority" composed of members of the Houses of Commons and of Lords to form a panel equipping the authority for the purposes of the Bill.

COUNTY CRICKET.**GOOD MIDDLESEX INNINGS.**

LONDON, May 21st.

Hampshire beat Worcester by 220 runs. Middlesex beat Warwick by an innings and 83 runs. Middlesex made 543 for 7 wickets and declared, Hendren contributing 158 runs.

Sussex beat Gloucester by 4 wickets. Oxford beat Essex by 235 runs.

ITALIAN CABINET.**SIGNOR NITTI'S SUCCESS.**

ROME, May 21st.

Signor Nitti has formed the Cabinet again. Signor Scialoja is Minister for Foreign Affairs, and Signor Donavanti, Minister for Finance.

BOLSHEVİK INVASION OF
PERSIA.**PERSIAN GOVERNMENT'S APPEAL**
TO LEAGUE OF NATIONS.

PARIS, May 21st.

It is understood in Paris that the Persian Government has drawn the attention of the League of Nations to the bombardment and occupation of Enzeli, TOWN BOMBARDED BY WARSHIPS.

LONDON, May 21st.

The Times' Teheran correspondent says that when they arrived at Enzeli Bolshevik warships bombarded the town. A deputation, including a British officer, went on board the Bolshevik flagship. The Bolsheviks demanded the surrender of Denikin's fleet, and intimated that the future of Enzeli will be discussed between London and Moscow.

The Persian authorities protested against the gratuitous attack. Negotiations are proceeding.

BOLSHEVİK BREAK ARMISTICE.

LONDON, May 22nd.

The Times' Teheran correspondent states that despite an armistice the Bolsheviks landed troops east of Qazvin and established themselves across the Enzeli-Resht road. The fort of Enzeli and the breech-locks of Denikin's guns have been handed over to the Bolsheviks.

British troops have been withdrawn to Resht in order to avoid contact with the Reds.

KAPP REVOLT AFTERMATH.**MANY OFFICERS DISMISSED.**

BERLIN, May 22nd.

In consequence of participation in the Kapp revolt Vice-Admiral von Trotha, Admiral von Loezow, Major von Falkenhau and twelve other military and naval officers have been dismissed from the service. Twenty-five others have been retired. The prosecution of all is being considered.

The state of siege has been raised in Berlin and the remainder of Germany, except a few disturbed areas.

FRANCO-GERMAN CON-
FERENCE.**FRENCH MINISTER'S WELCOME**
TO GERMAN DELEGATES.

PARIS, May 22nd.

The Franco-German Economic Conference has been opened by the Minister of Commerce, M. Isaac, who, in welcoming the German delegates, emphasised that every effort was necessary to increase world production and hasten the economic revival of the nations.

The German representative, Herr Mayer, hoped that the exchange of views would promote co-operation.

HUNGARIAN TREATY.**TO BE SIGNED IN VERSEILLES.**

VERSEILLES, May 21st.

The Hungarian Government has intimated its acceptance of the Allied peace terms. The treaty will be signed here.

COUNT APPONYI RESIGNS.

PARIS, May 22nd.

Count Apponyi, President of the Hungarian Peace Delegation, has resigned.

DATE OF SIGNING.

PARIS, May 22nd.

The Council of Ambassadors has fixed June 4th as the date for the signature of the Hungarian Treaty.

BREAKING NEW YORK'S
DEADLINE.**BURGLES' CONFESSIONS.**

NEW YORK, May 21st.

The man, Armstrong, who is being tried for burglary in an office in the financial district, has made a confession revealing the identity of a dozen young crackmen operating below "the dead-line" protecting Wall Street, beyond which criminals are supposed not to be permitted to penetrate. They got over a million dollars worth of securities.

PRESIDENTIAL CAMPAIGN.**GENERAL LEONARD WOOD'S**
CHANCES.

CHICAGO, May 21st.

Most of the 984 delegates to the Republican National Convention have elected no candidate. It seems that if he is able to enter the convention with sufficient votes it will give him a decided advantage. (1) General Leonard Wood is favourite.

SOLDIERS' RELIEF BILL.**SUGGESTION OF STOCK DIVIDEND**
TAX.

WASHINGTON, May 21st.

The Ways and Means Committee of the House of Representatives has ordered a favourable report on the Soldiers' Relief Bill, providing a 10 per cent. Stock Dividend Tax.

SOVIETS IN FRANCE.**SENSATIONAL DISCOVERY OF**
PILOT.

PARIS, May 21st.

As a result of domiciliary searches documents have been discovered giving particulars of the proposed establishment of Soviets in France, proving the Association of Russian Bolshevik leaders with the French movement.

FRENCH STRIKE MENACE.**THREAT TO ECONOMIC LIFE OF**
COUNTRY.

PARIS, May 21st.

In the Chamber of Deputies, during a debate on the strike interpellations, M. Steer, Minister of the Interior, declared that the strike was managed by extremists who aimed at interfering with the economic life of the country; therefore the Government had not been strike breakers, but breakers of civil war. He paid a tribute to the patriotism of the workers.—(Chorus.)

WHY STRIKE FAILED.

PARIS, May 20th.

A Havas message says:—The National Committee of the French General Labour Federation met in Paris yesterday to consider the situation which has arisen out of the failure of the general strike.

M. Jouhaux, the General Secretary, in a long speech, attributed the failure to the fact that public opinion and workers themselves did not know what railway nationalisation meant. Then a number of Unions failed to obey strike orders.

At Marseilles the strike is drawing to a close. All local transport services are virtually working normally.

COLLAPSE OF STRIKE.

PARIS, May 21st.

The National Federal Committee of the General Confederation of Labour has decided by 98 votes to 11 in favour of resumption of work.

VOTE OF CONFIDENCE.

PARIS, May 21st.

The Chamber, after a long debate as regards the strike, passed a vote of confidence in the Government by 425 votes to 90.

MEXICAN REVOLUTION.**GENERAL CARRANZA KILLED.**

MEXICO CITY, May 21st.

An official announcement says that Carranza has been killed.

HOW CARRANZA DIED.

NEW YORK, May 22nd.

A message from Mexico City says that Carranza was killed in an attack led by General Rodolfo Herrera from Carranzas who only joined the revolutionists last week. Carranza was accompanied by the Chief of the Staff and Senor Bonillas, ex-Ambassador, to Washington, both of whom are reported safe.

WHEN VILLA WILL RETIRE.

NEW YORK, May 21st.

General Villa, interviewed at Chihuahua, indicated that if a satisfactory non-Carranzist Government were established he would retire into private life and hand over to the Republic the vast valuables in his possession; otherwise he would resume his bush-whacking campaigns.

NEW YORK MILKMEN.**COLLAPSE OF STRIKE.**

NEW YORK, May 21st.

The strike of milkmen has collapsed.

TERRITORIAL AIR FORCE.**NEW SCHEME APPROVED.**

LONDON, May 22nd.

The Times says that plans have been approved for the formation of a Territorial Air Force.

ANGLO-PERSIAN OIL CO.
AGREEMENT.

MEXICO CITY, May 22nd.

The Senate has passed the Anglo-Persian Oil Co. agreement.

HEAVYWEIGHT CONTEST.**GODDARD BEATEN IN SECOND**
ROUND.

LONDON, May 21st.

At the Holborn Stadium, in a twenty-round heavyweight contest, Frank Moran, of Pittsburgh, beat Frank Goddard, of England, in the second round.

MR. BALFOUR.**AUDIENCE OF THE POPE.**

ROME, May 21st.

Mr. A. J. Balfour had an audience of His Holiness the Pope.

UNREST IN IRELAND.**MILITARY OCCUPATION**
EXTENDING.

LONDON, May 21st.

The newspapers say that General Tudor, C.B., C.M.G., has been appointed Chief of the Irish Constabulary.

The military occupation of disturbed districts is gradually extending. A big force of cavalry has been moved within ten miles of Dublin, occupying the surrounding hills.

Reports of burnings and outrages continue to be received from the unoccupied districts. Sinn Feiners committed a dastardly outrage at Tuam; they raided the bed-room of a girl and cut off her hair, because she was a friend of the Police.

CRANE-WORKERS' REFUSAL.

LONDON, May 21st.

On the arrival of a steamer loaded with military equipment at Dublin last night the dockers refused to unload. The crane-workers declined to start the engines. It is anticipated that the refusal will spread to other branches of transport.

MILITARY TAKE DOCKERS'
PLACE.

LONDON, May 21st.

The military are unloading the munitions steamer, at Dublin, which Irish dockers refused to handle, without any interference.

POLAND'S WAR.**COMMENTARY ON POLISH**
OPERATIONS.

LONDON, May 21st.

An authoritative commentary on the Polish operations shows that to attain the Dnieper line the Poles have advanced on a front of 250 miles of the average depth of 100 to 150 miles in sixteen days. There is no confirmation of the reported capture of Odessa by the Ukrainians.

Referring to Siberia it is stated that the Reds attacked the Japanese east of Verkhneudinsk and were defeated with a loss of 100 killed. The Japanese casualties were two. The quality of the Siberian troops is of the poorest. They show no inclination to fight. Other Red forces are assembling in the west south of Nikolaiievsk.

ENEMY DRIVEN BACK.

WARSAW, May 21st.

An official communiqué states that north of the Dnieper the enemy re-attacked Kryzopol. The Polish infantry, however, supported by a squadron of aeroplanes, counter-attacked brilliantly and forced the enemy back a distance of 124 miles.

EMPIRE DAY.**CELEBRATION AT GUILDHALL.**

LONDON, May 22nd.

The King reviewed twenty-thousand troops at Aldershot for the first time since the war.

One thousand children came together in an Empire Day celebration at the Guildhall. A girl proposed that messages be sent to the King and the Prince of Wales. The latter was described as "our modern knight of chivalry."

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AVIATION IN UNITED STATES
PROFECT REGARDING TRANS-
PORT SCHEME.

ATLANTIC CITY, May 21st.

President Wilson has opened the Pan-American Aeronautical Exposition by wireless. There was a large attendance, including representatives of foreign Governments.

According to the President of the Aero Club of America the system of aerial transport is expected to be established throughout the country this year.

FAR EASTERN CABLE
NEWS.

(THROUGH ROUTE'S AGENCY.)

SIR JOHN JORDAN ENTERTAINED
BY CHINESE MINISTER.

LONDON, May 20th.

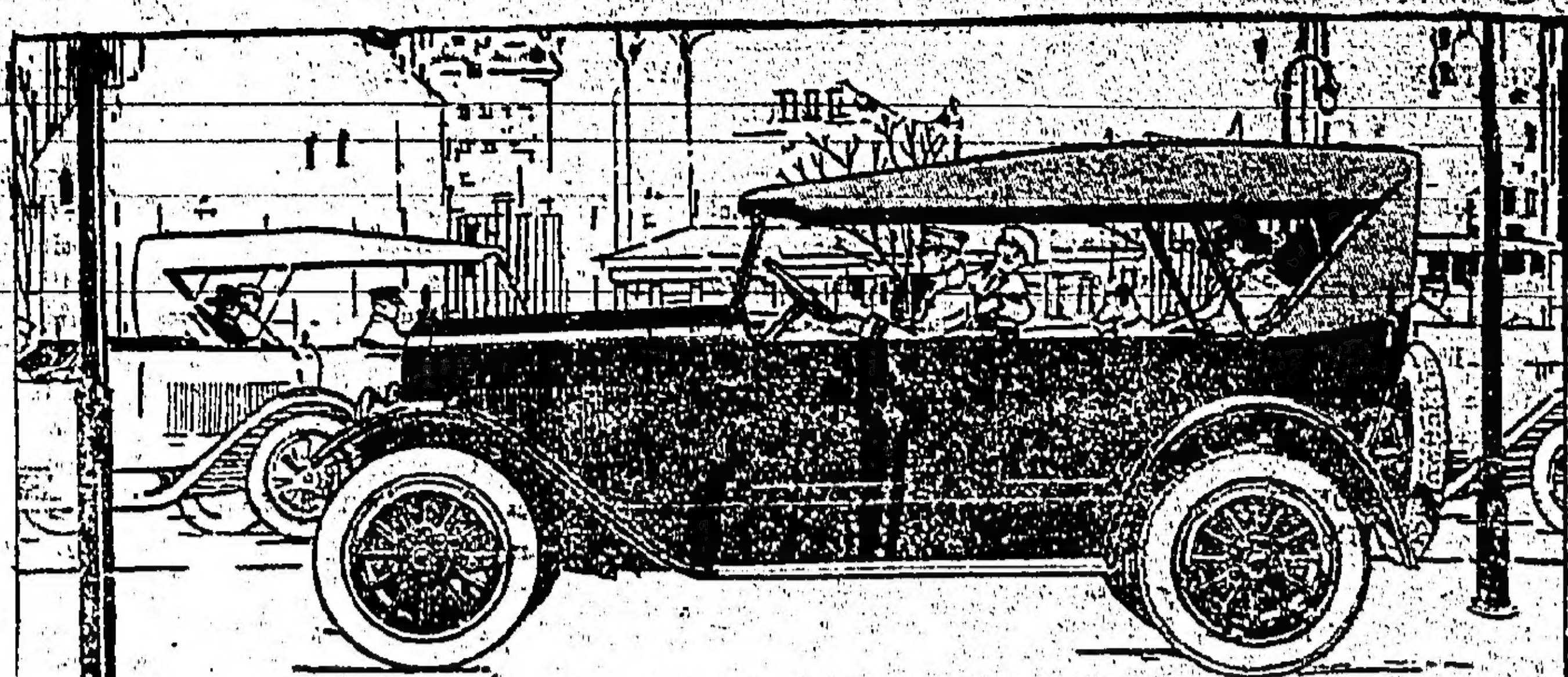
The Chinese Minister and Madame See gave a reception at the Legation to Sir John Jordan on his return to England. His Excellency, in his speech of welcome, said that he did not think that in the history of international intercourse any diplomat had ever been so great a success as Sir John Jordan. He had done more than any man, living or dead, for the cause of Anglo-Chinese friendship. "He criticised our shortcomings frankly," said the Chinese Minister. "We welcome his criticisms, because they were constructive, and we knew that they came from a well-wisher and a friend."

CHANGED PORT SAID.**THE PREDOMINANCE OF**
JAPANESE GOODS.

The special correspondent of the Empire

Mail en route to India writes:—

Port Said is a very different place to-day compared to what it was when I last visited it thirteen years ago, and the changes that have taken place there are a reflection of the changes that the world has undergone in this brief space of time. Going ashore at 10.30 p.m. I was struck by the closed shops and cafes and empty streets, so different from the lights and crowds, and gaiety of pre-war days. Everybody has to be indoors at 10 p.m., and all shops are closed before this hour owing to the military situation. Next morning the town presented something of its old-time aspect, though it struck me as considerably cleaner than in former years. Many new and substantially built houses had recently been erected. The streets were as crowded and picturesque as ever, scores of hawkers peddled one with their wares, beads, cigarettes and post-cards being their chief stock in trade. The windows of the leading shops were filled with articles variously described as "very chic," "the absolute latest," "the European model," etc., etc., and upon examination both quality and price compared favourably with the leading shops of Europe. A busy and apparently prosperous stream of shoppers wended their way from one emporium to another; money seemed plentiful and was freely spent. I was told by the head of more than one business house that trade was very good. The military population, the thousands of soldiers stationed there, and passing through during the war, had brought much money into the town and everything was prosperous. This was further proved by the unwillingness of the shopkeepers to reduce the price of their goods which in pre-war days they were always willing to do in order to sell their wares. In one instance, however, a relic of the old-time custom was met with, the shopkeeper intimating his willingness to "toss me" for the difference between his price and the one I offered. But the thing that struck me most of all as an Englishman was the change that had taken place in the goods exhibited. A few years ago goods of British manufacture had practically the monopoly, and commanded the highest prices. All this has changed, and I was repeatedly shown and urged to buy goods of American and Japanese manufacture, the latter in particular being very much in evidence. Enquiring for matches I was urged to buy the best, labelled "Made in Japan." Desiring to purchase a lady's handbag as large as a bag, I was shown scores of bags of all varieties, the very latest "direct from Japan," while the cheaper goods hawked in the streets all bore the trade mark of the Eastern Empire. Enquiry among the leading business men and at the hotels, confirmed the tradesman's statement of commercial prosperity, and also showed the large number of commercial travellers that are continually arriving from Japan and America. Port Said is the trade centre of Egypt and the Near East, and should be one of the chief markets of the world for British goods. Do our manufacturers at home realize this? Do they know how our trade rivals from other nations are collaring much of the custom that used to be exclusively ours, or are they so busy with home production that they are losing sight of the danger, hoping, when too late, to recapture the markets which through their shortsighted policy they have lost? I cannot but feel that, the words uttered by Lord Kitchener years ago when Prince of Wales "Wake up, England," were more than over-necessary.



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BRONCHITIS
WEAK LUNGS

CATARRH
CONSUMPTION

THE MENACE OF INDIGESTION

to the General Health should never be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words "It is only indigestion!" This, of what is might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include: biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

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SEVERE ITCHING AND BURNING

Spots Over Arms—Had No Sleep and Got Worse.
Cuticura Heals.

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MARTIN'S APOLASTOL PILLS

GREAT LINEN DEAL DISPUTE. THIRD SHARE OF PROFITS CLAIMED FOR BRAINS.

A disputed claim to a share of the profit on the purchase and resale of surplus Government linen valued at £4,000,000 was the subject of an action, begun recently in the King's Bench Division before the Lord Chief Justice.

The claim was made by Mr. Walter Henry Sheppy, of Upper Clapton, against Mr. Leonard J. Martin and Mr. E. Price Jones.

Mr. Hawks, K.C., for Mr. Sheppy, recalled the fact that Mr. Martin purchased from the Government a large quantity of linen last year. Mr. Sheppy claimed a share in the profits on the resale of that linen or remuneration for the services he rendered.

"The question for determination now is one of liability," he said, "not of amount."

Mr. Hawks added that in 1917 Mr. Sheppy made some purchases of surplus Government stores. Subsequently he heard that the linen was for sale, but found that the quantities in which it was offered were beyond his resources, and he endeavored to get his friends to assist him in the purchase. In April 1919 Mr. Sheppy mentioned the matter to Mr. Jones, then the manager of a bank in Bishopsgate. He subsequently met Mr. Jones, who told him that he had a rich friend coming from America, and he asked that the business should be put in his friend's way.

No name was mentioned," said Mr. Hawks, "but it was Mr. Martin. The arrangement was that the profits on the linen should be one-third to Mr. Sheppy, and so Mr. Jones said, 'two-thirds to us, myself and friend.' Something was said about signing, but Mr. Jones said to Mr. Sheppy, 'You do not want any signature, you are dealing with honorable men,' and Mr. Sheppy agreed."

On May 4th, Mr. Sheppy was introduced by Mr. Jones to Mr. Martin. They talked the matter over, and afterwards inspected the linen at the Shepherd's Bush depot. An arrangement was then come to. Mr. Sheppy was to leave the matter in Mr. Martin's hands. On June 18th, Mr. Martin's purchase was announced in the newspapers. Mr. Sheppy wrote to Mr. Martin, who in reply sent him "a little souvenir of the occasion"—cheque for £100.

In cross-examination by Mr. Rigby Swift, K.C., Mr. Sheppy said that at the time Mr. Martin came on the scene he was trying to form a syndicate.

The Lord Chief Justice: "You were supplying the brains?—Yes."
Mr. Hastings, K.C., cross-examining for Mr. Jones: "What was there in your brains which should entitle you to a third of the profits?—It is awkward for me to say, because I shall have to give myself up to the cross-examination."

Did you do anything at all to help Mr. Martin to buy?—No.

Mr. Sheppy, in reply to further questions, stated that he knew that last week a purchaser gave £5,000,000 for surplus Government stores that were worth anything from £50,000,000 to £60,000,000.

Mr. Hastings: That is not very interesting to this case.

The Lord Chief Justice: It is very interesting to the taxpayer, nevertheless.

Mr. Martin in his evidence stated that he had no idea of purchasing the linen until he got to Shepherd's Bush. Mr. Price Jones said, "It is too big for me."

All that Mr. Sheppy said was that he hoped he would be able to sell some of the linen.

From that moment," said Mr. Martin, "the syndicate dropped, and it became a private speculation on my part."

Mr. Hawks: You have made a large profit out of this?—Yes, a big one.

The hearing was adjourned.

BRITISH FINANCES.

U.S. OPTIMISM.

In striking contrast to the pessimism of Mr. Frank Vanderlip, the former president of the National City Bank, who has been delivering the most bearish opinions about "bankrupt Europe," the best-informed authorities in New York according to the *Daily Telegraph* correspondent are decidedly optimistic where England is concerned.

"England's devices to meet the present exchange and credit situation are a challenge to the enterprise of America," says the Guaranty Trust Company, of New York, in its fortnightly trade review on American goods and foreign markets. England's recent shipment of about \$50,000,000 in gold to America and the possibility of further as the "conviction of a great international trading nation that the maintenance of any specific gold reserve is of lesser importance than the maintenance of credit in markets where it is England's purpose to set up lasting and invaluable trade connections." It adds: "This is no new adventure into uncharted financial seas for England; her history is the history of the use of every legitimate means to promote British trade, her devices to meet the present situation are a challenge to the enterprise of America, and England's confidence in herself invites the confidence of others." The more clearly the facts become known as to the progress Europe is making toward a return to normal conditions, the wiser appears the present British policy, and the clearer appears the obligation of America to assume a bolder view with respect to the use of her credit and resources abroad.

Following the example of the *Troyes* journals and the *Salut Public* of Lyons, the *Progres de la Ode d'Or* announces that, in order to give its staff a rest on Sundays, it will not henceforward appear on Mondays.

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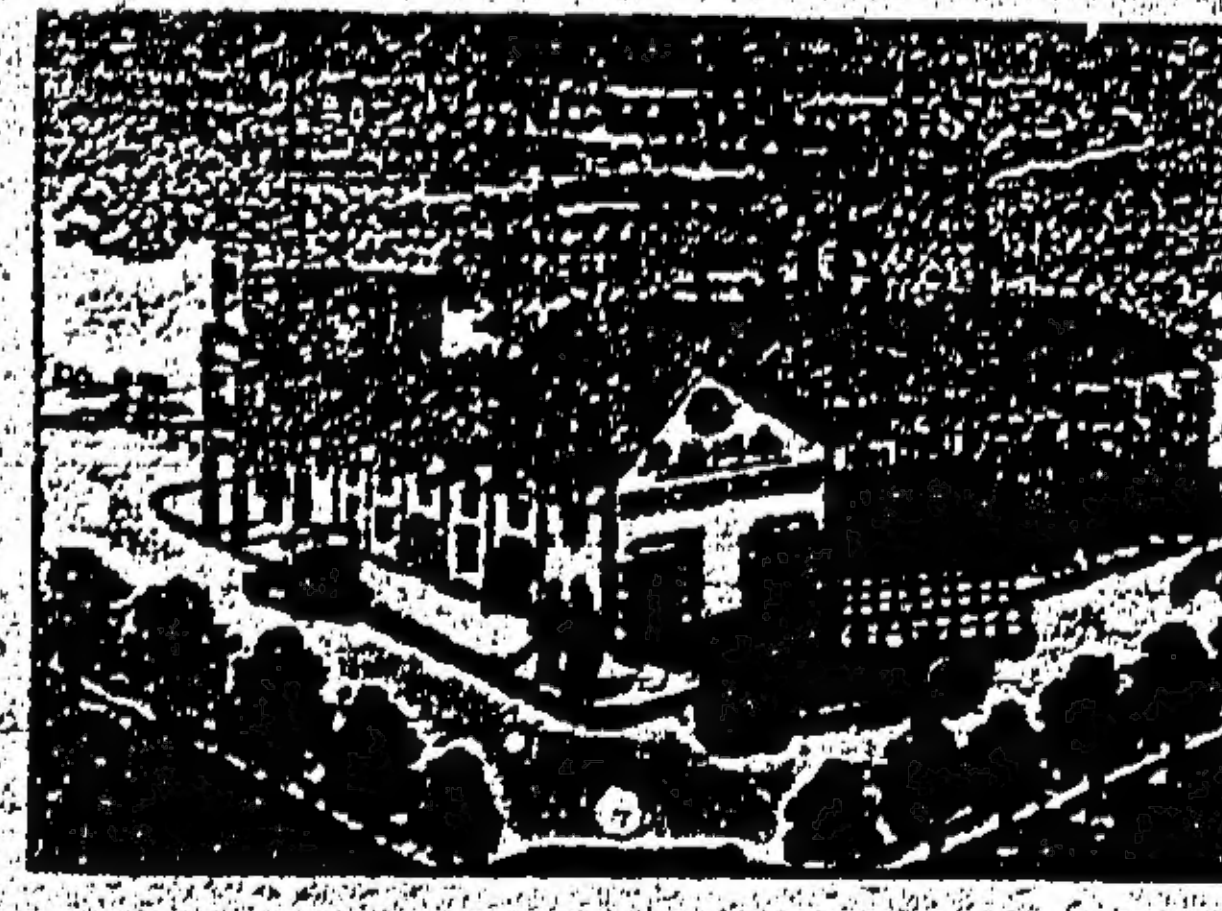
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SHIPPING NEWS

ARRIVALS.

May 23rd.
Cardiganhire, British str., 2,576 tons, Capt. Doyle, from Manila, with a general cargo.—Thorow & Co.
Kwai Wah, Chinese str., 403 tons, Capt. Kwok, from Hainan, with a general cargo.—Wai Hing.

May 24th.

Cheong Shing, British str., 2,205 tons, Capt. Van Cortlandt, from Tientsin, with a general cargo.—J. M. & Co.
Tang Chow, British str., 900 tons, Capt. McEachern, from Canton, in ballast.—B. & S.
Jehang, British str., 1,200 tons, Capt. Ishibori, from Canton, with a general cargo.—B. & S.
Kam Sing, British str., 2,072 tons, Capt. Anderson, from Calcutta, with a general cargo.—J. M. & Co.
Kwang, British str., 1,228 tons, Capt. Sheel, from Wuhu, with a cargo of rice.—B. & S.
Luzon Maru, Japanese str., 2,287 tons, Capt. Shinokaki, from Moji, with a general cargo.—O.S.K.
Loong Sang, British str., 1,003 tons, Capt. Simpson, from Manila, with a general cargo.—J. M. & Co.
Ningchow, Chinese str., 313 tons, Capt. Kwok, from Hainan, with a general cargo.—Eastern Nav. Co.
Sanku Uruu, Japanese str., 5,545 tons, Capt. Tomita, from Yokohama, with general cargo.—N.Y.K.
Strait, British str., 4,308 tons, Capt. Cook, from Kobe, with a general cargo.—B. & S.
West Highland, American str., 3,729 tons, Capt. Ainsworth, from Shanghai, with a general cargo.—Struthers and Dixon.

SHIPPING MOVEMENTS.

The N.Y.K. *Heine* (Bomby line) left Bombay for this port on May 21st and is expected here on June 6th.
The P. & O. *Narva* left Shanghai for this port on May 23rd, and is due here on May 29th.

FLEET OF WOODEN STEAMERS FOR HONGKONG.

A steamer from Sydney to London reports that the Hongkong Mercantile Co. has offered to buy the Commonwealth's fleet of wooden steamers which were built in America. It is reported that the Commonwealth Government is asking \$25,000 for each steamer.

BRITISH ORDERS FOR N.Y.K. SHIPS.

Messrs. William Denny and Brothers, Ltd., of Dumbarton, have received an order from the Nippon Yusen Kaisha for two vessels, each 285 feet long and about 5,000 tons gross. These vessels are for fast passenger service, and will have a speed of 18½ knots.

GERMAN STEAMSHIP SERVICE FOR THE FAR EAST.

The *Berliner Tageblatt* states that the Ostasiatische Compagnie Aktiengesellschaft of Hamburg, and the Schwedisch-Ostasiatische Dampfer Compagnie are establishing an amalgamated steamship service between Copenhagen and the Far East via Gothenburg, Christiania, and Hamburg.

SHIPPING PROFITEERING.

The managers of the P. & O. Company vigorously repudiate statements made in Australia implying that the Company was profiteering with its Anglo-Australian trade. They state that while British ships were wholly or partially controlled, and were subjected to an 80 per cent. excess profit tax, the Commonwealth's ships were not controlled; they selected the most profitable routes, avoided the danger zones, pocketed every shilling of the profits, and enjoyed the privilege of neutrality, plus the protection and prestige of the British flag. The P. & O. Company was not afraid of fair competition, but it protested against discrimination in favour of the Commonwealth's liners. The Company hoped to institute a four-weekly service via Suez as soon as possible, alternating fortnightly with Orient steamers, and ultimately weekly. The delay was attributable solely to the reconstruction of old ships, and the building of new ones, and the capacity of the Cape route would be doubled by the addition of five 12,000-ton steamers of enhanced speed, providing a fortnightly service.

FOR BOSTON & OR NEW YORK PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK
"PERSIAN PRINCE" ... via Suez Canal ... 25th May.
For NEW YORK
"SLAVIC PRINCE" ... via Panama Canal ... 2nd half June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—
SHEWAN TOMES & CO.
Agents.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY, MANILA, SANDAKAN & QUEENSLAND PORTS

"HWAH PING" ... On or about June 21st.
"VICTORIA" ... 2nd July.

For Freight and Freight Apply to—

THE CHINA & AUSTRALIA S.S. CO.
Agents,
111, Cross Street, Singapore.

GERMAN MOTOR SHIP FOR GLEN LINE.

It is understood, says a special correspondent of "Lloyd's List," that one of the three German motor ships handed over to the Allies under the terms of the Peace will shortly be put into commission by the Glen Line for trade to the East. The vessel, which is named *Prinz*, was completed just before the outbreak of war, but is practically unused, as she apparently could not be put to any useful service while the war was in progress. She is 260 feet in length and carries about 1,500 tons, the machinery installation comprising two engines each of about 1,200 h.p. when running at 130 r.p.m. The ship was constructed for the Hamburg-American Line by Messrs. Blohm & Voß, of Hamburg, and was looked upon as something of a freak in view of the fact that she was the first merchant vessel to be equipped with two-cycle double-acting engines. These engines are still novel, as no further examples of the type have been constructed either in Germany or Great Britain. They are four-cylinder machines, with cylinder diameters of 480 mm. and a stroke of 710 mm., but in spite of the fact that the double-acting two-cycle principle is employed, they do not appear to be any lighter than corresponding two-cycle single-acting engines, which are installed in the motor ships owned by the Glen Line. As one of the main objects in building engines of this type is to reduce the weight and cost of construction, it appears somewhat doubtful if the aim has been achieved.

The chief difficulty in the design of two-cycle double-acting engines is in connection with the gland at the bottom cylinder cover through which the piston has to pass, and the fuel valves at the bottom end of the cylinder. Special attention appears to have been paid to the design of this stuffing-box and, for the admission of fuel at the lower end of the cylinder, there are two fuel valves, as it is, of course, impossible to arrange one valve centrally. At the top, however, there is only a single fuel valve, just as in an ordinary two or four-cycle single-acting motor. With the handling over of this vessel, Germany will have no large motor ships in its merchant fleet.

WEATHER REPORT.

May 24th, at 12.20.—No returns from Japan and Vladivostok.

Pressure has decreased slightly to moderately at the majority of reporting stations; it is lowest over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.17 inch. Total since January 1st, 31.15 inches, against an average of 20.03 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

DISTRICT

Hongkong to Gap Rock ... (E. and S.W. winds, moderate; fair to heavy.)
Formosa, Channel ... (The same as No. 1.)

South coast of China between 'The same as Hongkong and Lamock' ... No. 1.
South coast of China between 'The same as Hongkong and Hainan' ... No. 1.

HONGKONG TIDE TABLE.

From May 25th to 31st, 1920.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	25	4.48	4.7	10.42	4.0
Wed.	26	5.39	5.0	10.20	3.9
Thur.	27	6.17	5.3	11.24	3.3
Fri.	28	6.18	5.0	10.12	3.2
Sat.	29	6.43	5.7	10.08	2.4
Sun.	30	7.13	6.6	11.13	2.6
Mon.	31	8.21	7.7	10.45	2.6
		9.15	6.6	11.12	2.0
		8.16	6.8	11.52	2.8
		22.3	4.6	3.17	1.2

WITHOUT FURTHER DELAY IN DISPOSITION

VETARZO

DR. LE CLERC'S

DR. LE CLERC'S

DR. LE CLERC'S

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CP & OS

SAILINGS

LONGKONG VANCOUVER

(via Shanghai, Nagasaki, Kobe & Yokohama)

Passenger Service

From Hongkong, Vancouver

Impress of Japan May 26 June 16

Impress of Asia June 3 June 21

Monteagle June 8 July 2

Impress of Russia July 1 July 18

Impress of Japan July 20 Aug. 10

Impress of Asia July 28 Aug. 16

Monteagle Aug. 12 Sept. 5

Impress of Russia Aug. 28 Sept. 13

Impress of Japan Sept. 14 Oct. 5

Impress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Impress of Japan Nov. 9 Nov. 30

Impress of Asia Nov. 18 Dec. 6

Impress of Russia Dec. 16 Jan. 3

Passenger Service

Impress of Russia

Impress of Japan

Impress of Asia

Impress of Russia

Impress of Japan

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DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "BOLTON CASTLE" ... Sailing about End of May.

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

For BRINDISI, VENICE & TRIESTE via SINGAPORE, PENANG, COLOMBO, ADEN & PORT SAID.

S.S. "AFRICA"

Sailing on or about May 31st.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAVA.

For JAPAN.

S.S. "SAMARANG MARU" ... Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipments at CAIRO.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO. LTD.

AND APCAR LINE.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

110

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO.

S.S. "WEST CADIZ" ... Wednesday, May 26th, for San Francisco direct!

S.S. "EASTERN MERCHANT" ... Tuesday, May 25th, for San Francisco via Shanghai and Japan.

S.S. "WEST CONOR" ... Beginning of June, for Baltimore via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GATANO" ... Thursday, May 28th, for Calcutta via Singapore and Penang.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central, and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandarin

Cable Address: "P.M.S." H.K.

Telephone: 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (calling Manila) ... Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

SADO MARU ... Friday, 29th May, at Noon.
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Friday, 11th June.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... Friday, 29th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.
TANGO MARU ... Wednesday, 3rd June, at 11 a.m.

NEW YORK & HAYANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**"ELLERMAN" LINE.**

(ELLSWORTH & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHAMBA" ... Second half July.

Subject to change without notice.

For particulars of sailing shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

Sole Agents, Canton.

General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW AND HANGKOW	"CHINHUA"	On 25th May, 11 A.M.
AMOI, SHANGHAI & FUKOW	"IGHANG"	On 25th May, 3 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 25th May, 4 P.M.
SWATOW, CPOO, N'GOWANG & T'ING	"KURICHO"	On 25th May, Noon.
SHANGHAI	"KURICHO"	On 25th May, Noon.
SHANGHAI & TSINGTAO	"CHENAN"	On 25th May, 4 P.M.
AMOI, SHANGHAI & FUKOW	"SUJIANG"	On 1st June, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are added in Shanghai, avoiding the inconvenience of transshipment at Swatow.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.
Telephone 26

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in saloons and Saloon and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOCHOW
AND RETURN.**

(Overlapping 9 to 10 Days).

"HAILONG" ...	Capt. J. B. Thomson	TUESDAY, 25th May, at 3 P.M.
"HAILONG" ...	Capt. W. C. Passmore	FRIDAY, 28th May, at 3 P.M.
"HAILONG" ...	Capt. A. E. Stewart	TUESDAY, 1st June, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN R.R. CO., LTD. AND CHINA MUTUAL R.R. CO., LTD.)

AND

AMERICAN & MANOHUBIAN LINE

(ELLERMAN & BUCKNALL, R.R. CO., LTD.)

Sailings from Hongkong.

"EURYMACHUS" ...	via Panama	25th May.
"DEUCALION" ...	via Suez	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON.
REISS & CO., CANTON.

P. & O. - BRITISH INDIA.**APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CAYMAN, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NOVARA"	7,000	27th May Noon	Marseilles, London & Antwerp.
"DELTA"	8,000	31st June	Marseilles, London & Antwerp.
"NELLORE"	7,000	13th June	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	29th May 1 P.M.	Straits, Rangoon & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th May Noon	For Melbourne, via Sandakan, Timor, Thursday Island, Cairns, Townsville, Sydney & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	21st June	(Shanghai & Japan).
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CALLS AT ANTWERP ... **CALLS AT TIMOR**
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets.
All Cargoes are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 5ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.
For Further Information, Freight Rates, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
21, Des Voeux Road Central, HONGKONG.

**SEASIDE-PACIFIC FOREIGN SERVICE**

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	...	About June 10th.
"IONIAN"	...	About June 22nd.
"WHEATLAND MONTANA"	...	About July 12th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	...	About June 15th.
"WAHAN"	...	About June 22nd.
"ABERDEEN"	...	About July 10th.

Through Bills of Lading issued by Oriental Steamship Co.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Royal Mansions.

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
TENYO MARU	22,000	May 27th.
SIBERIA MARU	20,000	June 12th. (from Yokohama)
SHINKO MARU	22,000	June 17th.
PERIA MARU	9,000	July 5th.
KORSA MARU	20,000	July 14th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CRUZ, BALBOA, ALLAO, ARICA, and IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,900	July 12th.
ANYO MARU	15,400	Sept. 8th.
SEIYO MARU	14,000	Nov. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports or Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leave Hongkong
CHOYO MARU	May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 2374 and 2375. Y. TSUTSUMI, Manager, King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Discharge	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"AMAZON" ...	10,000 ... On or about ...

SHANGHAI (Only)

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID.

CORDILLERE ... 10,000 ... On or about 2nd June.

RAID, HAVRE and "LIEUTENANT DE LAYOUE" ... On or about 19th June.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. HODENFUSHER, Agent, Queen's Building.

Telephone 740.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

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Telephone 740.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. HODENFUSHER, Agent, Queen's Building.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
BOMBAY	Portland News	24th May.

OUTWARD MAILS.

FOR	PER	DATE
Swatow and Bangkok	Chantua	Tuesday, 25th, 10.00 A.M.
Sandakan, Timor, Australia, and New Zealand via Thursday Island	Eastern	Tuesday, 25th, 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Sanki Maru	Tuesday, 25th, 1.00 P.M.
Swatow, Amoy and Foochow	Hai Loong	Tuesday, 25th, 1.00 P.M.
Philippine Islands, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA, and EUROPE via VICTORIA, B.C.	Protestant	Registration 1.45 A.M. Letters 2.30 A.M.
Amoy and Straits	Foshing	Tuesday, 25th, 2.00 P.M.
Amoy, Shanghai and North China	Ichang	Tuesday, 25th, 2.00 P.M.
Philippine Islands	Tamara	Tuesday, 25th, 2.00 P.M.
Shanghai and North China	Hanchow	Tuesday, 25th, 2.00 P.M.
Tourane and Quinhon	Kwai Wah	Tuesday, 25th, 2.00 P.M.
Swatow and Straits	Kanchow	Wednesday, 26th, 9.00 A.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Aki Maru	Wednesday, 26th, Registration 8.45 A.M. Letters 9.30 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marquis, India via Dhanshodhi, Egypt & EUROPE via SUEZ.	Stentor	Wednesday, 26th, Registration 9.15 P.M. Letters 10.00 P.M.
The Parcel Mail will be closed on Tuesday, May 25th, at 5 p.m.		
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA, and EUROPE via VANCOUVER, B.C.	Empress of Japan	Wednesday, 26th, Registration 9.45 A.M. Letters 10.30 A.M.
Hainan	Hanco	Wednesday, 26th, 1.00 P.M.
Welshaiwei and Chefoo	Kunehow	Wednesday, 26th, 2.00 P.M.
Philippine Is., Sandakan, Australia, New Zealand via Thursday Island	Tamara	Wednesday, 26th, Registration 1.45 P.M. Letters 2.30 P.M.
Philippine Islands, Shanghai, North China, Japan via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA, and EUROPE via VAN	Africa Maru	Thursday, 27th, 10.00 A.M.
Shanghai and North China	Sinkiang	Thursday, 27th, 1.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HOSOLU, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA, and EUROPE via SAN FRANCISCO	Tamara Maru	Thursday, 27th, Registration 9.45 A.M. Letters 10.30 P.M.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on 15th June.

TO SINGAPORE PENANG AND BELAWAN DELI.
This vessel offers excellent cabin accommodation for saloon passengers
Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574 Agents.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST JAPPA" 1st June.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,
3rd Floor, Hotel Mansions, Telephone 3807.VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES!

SIMPLICITY—RELIABILITY—

ECONOMY

A STANDARD SERIES

FOR WORKING ON CRUDE &

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

100 H.P. VICKER-PETTER USE FROM
SEMI-DIESEL LAND TYPE 12 GINE. 10 TO 450 H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,

15, DES VOUX ROAD CENTRAL, HONGKONG.
Sole Agents for Hong Kong & South China

COMMERCIAL.

OPENING QUOTATIONS

May 25th
On L. DO—
Telegraphic Transfer 434
Bank Bills, on demand 434
Bank Bills, at 3 days sight 434
Bank Bills, at 4 months sight 434
Credit, at 4 months sight 434
Documentary Bills, 4 months sight 434
On P. B. 1185
Bank Bills, on demand 1185
Credit, 4 months sight 1185
On N. Y. 811
Bank Bills, on demand 811
Credit, at 60 days sight 811
On Bombay—
Telegraphic Transfer 304
Bank Bills, on demand 304
On Calcutta—
Telegraphic Transfer 304
Bank Bills, on demand 304
On Shanghai—
Bank Bills, at sight 304
Private, 30 days sight 304
On Yokohama—On demand 163
On M. N. L. A.—On demand 170
On Singapore—On demand 166
On Batavia—On demand 313
On Haiphong—On demand 304
On Saigon—On demand 304
On Bangkok—On demand 304
Gold Loan 100 lbs. per ton \$455
BAR SILVER per oz. \$31.80

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 24th.

	Previous Day	On Date	At Date
	at 3 p.m.	at 6 a.m.	at 9 p.m.
Barometer	29.74	29.78	29.75
Temperature	85	79	81
Humidity	71	81	82
Wind Direction	South	SW	SW
Force	3	2	3
Weather	0	0	0
Rain	0.14	0	0.25

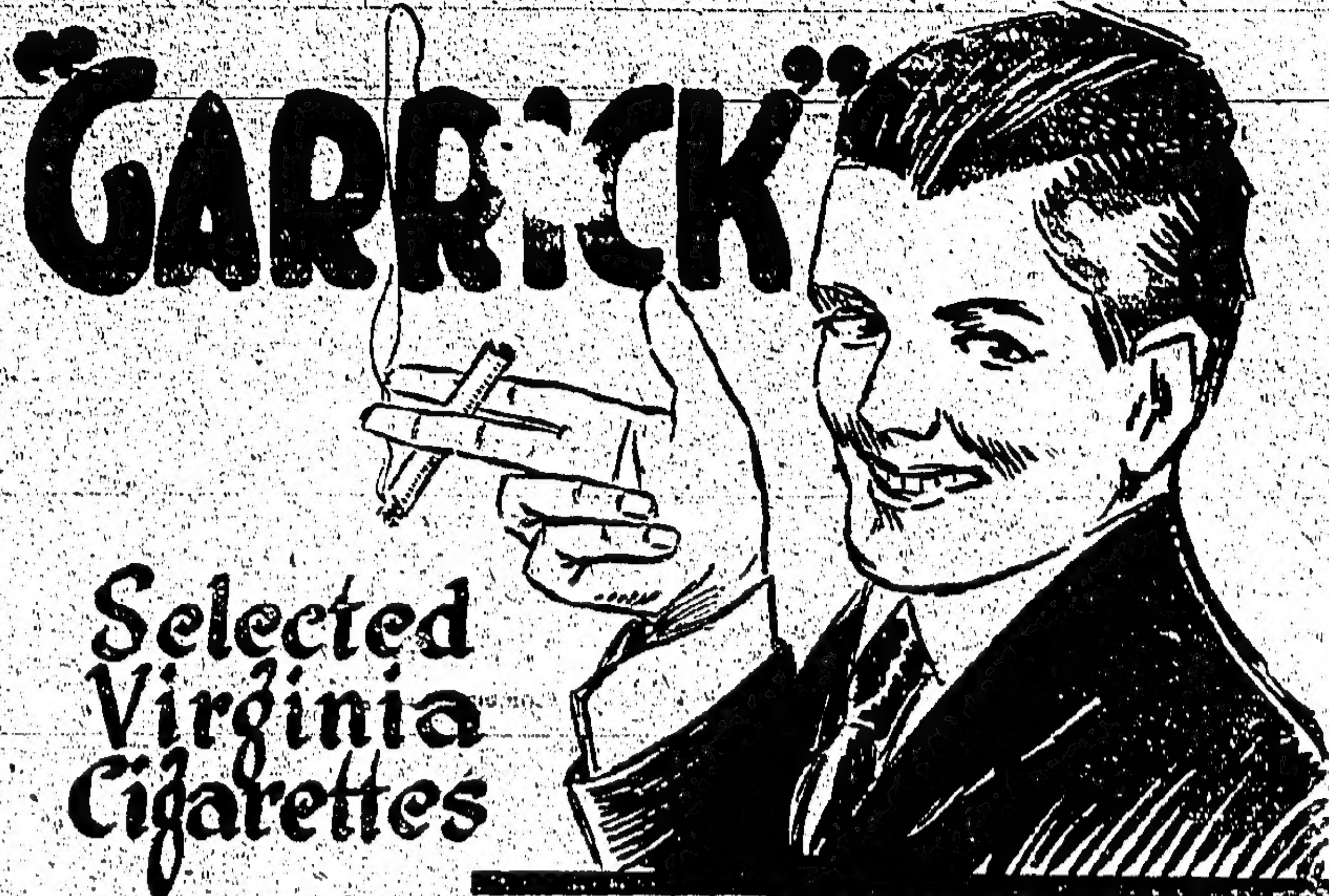
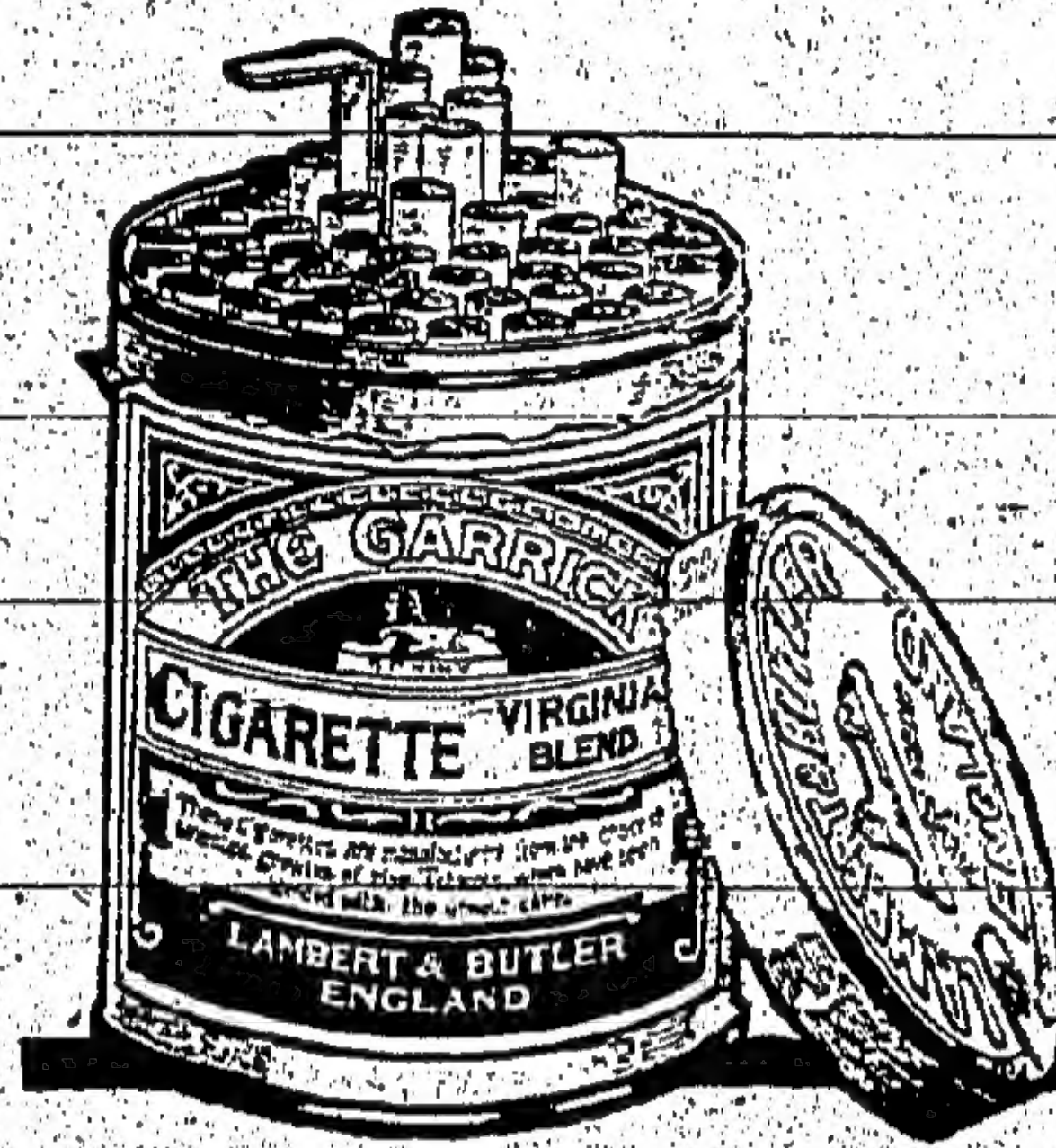
Highest temperature on 23rd, 88°

Lowest temperature on 24th, 72°

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, November 2nd, 1919.

Selected
Virginia
CigarettesA
NEW
SHIPMENT
HAS
JUST ARRIVED.OBTAINABLE AT ALL
TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

THE BANK OF TAIWAN LIMITED
(TAIWAN GINSEK).Incorporated by Special Imperial
Charter, 1899.

Capital Subscribed Yen 80,000,000
Capital (Paid-up) 37,500,000
Reserve Funds 7,000,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka,
Mito.
FORMOSA—Gilan, Kagi, Karsen, Ke-
lung, Miskung, Nanto, Pinan,
Shichiko, Taichu, Laitan, Takow,
Tamsui, Teyhen, Aka.
CHINA—Shanghai, Hankow, Kiating,
Amoy, Foochow, Swatow, Canton,
OTHERS—Hongkong, Bangkok, Singapore,
Batavia, Semarang, Haiphong,
Bombay, London, New York.

LONDON BRANCH:
LONDON, COUNTY, WESTMINSTER AND
PARIS BANK.

The Bank has Correspondents in Commercial
Centres in the European, Continental,
Russia, Manchuria, Siam, Japan, Indo-
China, Siam, India, Philippines, Islands,
Java and other Dutch Indies, Australia,
America, etc.
Interest allowed on Current Accounts and
Fixed Deposits at rates which will be quoted
on application.

SEIZO KONDOH,
Manager.
HONGKONG BRANCH:
4, Des Vaux Road, Central,
Hongkong, November 1st, 1919.

THE MERCHANTS BANK OF
INDIA, LIMITED.HEAD OFFICE: 15, Gracechurch St., London,
E.C. 3.

Authorized Capital £1,500,000
Subscribed 1,500,000
Paid-up 750,000
Reserve Fund & Bank 840,000

Branches:
The Bank of India, Ltd.
THE LONDON JOINT CITY & MIDLAND BANK,
Ltd.
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Madras Shanghai
Colombo Rangoon New York Singapore
Delhi Karachi Penang
Galle Kotschiba Port Louis (Mauritius)

HONGKONG BRANCH:
Every description of Banking and
Exchange business transacted.
INTEREST allowed on Current Accounts
to 2 per cent. per annum on Daily Balance
and on Fixed Deposits at rates which may be
ascertained on application.

N. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong April 30th, 1920.

BANQUE INDUSTRIELLE
DE CHINE
(FRENCH BANK)

AUTHORIZED CAPITAL F. 950,000,000
Subscribed CAPITAL F. 150,000,000
PAID UP F. 75,000,000
Subscribed by the GOVERNMENT
of the CHINESE
REPUBLIC F. 50,000,000

Chairman of the Board: André Berthelot
of Directors: A. J. Pernette
General Manager: A. J. PernetteHEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon Hongkong Yunnanfu
Marseille Hankow Yindivostok
Peking Shanghai Foochow
Singapore Canton Swatow
Shanghai Saigon Yokohama
Hankow Haiphong Monkon
New York London Antwerp

BANKERS:
In FRANCE: Société Générale pour l'écou-
ler le Développement du Commerce et
de l'Industrie en France.
In LONDON: London Joint City & Mid-
land Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial
Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed
Deposits in Local Currency and in Gold.
Terms on application.
Every description of Banking and
Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.
Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road
Central.

Paid-up Capital £2,000,000.00
Reserve Fund £200,000.00

Directors:
Mr. Pong Wai Tsing, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Oling Kong,
Mr. Fung Ping Shan, Mr. Wong Yau Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shai,
Mr. Ng Chang Lo.
Chief Manager: Kuo Tong Po, Esq.
Asst. Manager: L. T. Ho, Esq.
Every description of Banking and Ex-
change business transacted. Loans granted
on approved securities.
Interest allowed on Current Deposits
Account at the rate of 3 per cent. per
annum and on Fixed Deposits at the fol-
lowing rates:
For 3 months at the rate of 3 1/2 per annum.
For 6 months at the rate of 4 per annum.
For 12 months at the rate of 4 1/2 per annum.
K. N. YONG, Esq., Chief Manager.
Hongkong, February 1st, 1920.

THE BANK OF CHINA
行銀國中Specially authorized by Presidential Mandate
of the Republic of China on the 22nd of
November, 1917.

Authorized Capital \$80,000,000.00
Paid-up Capital 12,373,300.00
Reserve Funds 3,197,400.00

HEAD OFFICE—PEKING

HONGKONG BRANCH:—20-21, Con-
naught Road Central. Branches and Sub-
branches all over China and Correspondents
in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial
and Union Bank of England, Ltd.
New York Bankers—Irrving Trust Company.

Interest allowed on Current Accounts and
Fixed Deposits. Terms on application.
Every description of Banking Business
transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following
rates:
For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYE FEE, Manager.

Hongkong, February 6th, 1920.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £25,000,000
Reserve Fund £45,000,000
Reserve Liability of Proprietors £25,000,000

FOREIGN EXCHANGE and (General)
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

CROOKATT, Manager.

Hongkong, March 27th, 1920.

THE INDUSTRIAL & COMMERCIAL
BANK, LTD.Head Office:—4, Des Vaux Road Central
Hankow Branch:—Panoff BuildingDOMESTIC AND FOREIGN BANKING
SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits
bear interest at Rates of 3%, 4%, 5%,
respectively.
Inquiry on SPECIAL SERVICE
will be welcome.

J. CHANG LY, Manager.

Hongkong, July 7th, 1919.

Printed and Published by HARRY ABBOTT CARTWRIGHT, for THE HONGKONG
DAILY PRESS, Ltd., at 104, Des Vaux Road Central, Victoria, Hongkong.
London Office: 101, Fleet Street, E.C.

HONGKONG AND SHANGHAI
BANKING CORPORATION

Paid-up Capital \$16,000,000
Reserve Funds 21,500,000
Sterling 33,500,000

Reserve & Liability of Proprietors \$16,000,000

Court of Directors:

Hon. Mr. E. V. D. PARR—Chairman
A. H. COMPTON, Esq.—Deputy Chairman
G. M. D. J. Esq. Hon. Mr. J. Johnston
G. T. M. Edkins, Esq. A. O. Lang, Esq.
A. S. Gubbay, Esq. W. L. Patterson, Esq.
Hon. Mr. P. H. Holyoak J. A. Plummer, Esq.

Chief Manager:

Hongkong—H. J. STARR, Esq.

Acting Manager:

Shanghai—C. H. SMITH, Esq.

LONDON BRANCH:

LONDON COUNTY AND WESTMINSTER

& PARIS BANK, LIMITED.

CURRENT ACCOUNTS opened in local
CURRENCY and FIXED DEPOSITS
received for one year or shorter periods
in local Currency and Sterling on terms
which will be quoted on application.

N. J. STARR, Chief Manager.

Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE
(FRENCH BANK)

Head Office: 18bis Rue La Fayette, Paris.

Capital Frs. 60,000,000
Reserve Frs. 10,000,000

BRANCHES AND AGENTS:

Batavia Hongkong Saigon
Bataambang Hongkong Shanghai
Canton Hongkong Singapore
Dili Hongkong Tientsin
Haiphong Peking Yunnan
Hankow Peking-Panah Vladivostok
Hanoi Pondichery

BANKERS:

FRANCE: Comptoir National
d'Escompte de Paris, Credit
Lyonnais, Banque de Paris et des
Pays-Bas, Credit Industriel et
Commercial, Societe Generale.

IN LONDON: The National Provincial

Union Bank of England Ltd.

Correspondents in all principal

ports and cities of the world.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and

Fixed Deposits according to arrangement.

Every description of banking and

exchange business transacted.

L. BEHNENBOGUE, Manager.

Hongkong, December 1st, 1919.